

THE COMMERCIAL AND FINANCIAL CHRONICLE

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 37.

SATURDAY, OCTOBER 20, 1883.

NO. 956.

CONTENTS.

THE CHRONICLE.

The Financial Situation.....	409	Monetary and Commercial English News.....	413
Lake Shore's Income and Condition.....	411	Commercial and Miscellaneous News.....	415
The Peace of Europe.....	412		

THE BANKERS' GAZETTE.

Money Market, Foreign Exchange, U.S. Securities, State and Railroad Bonds and Stocks.....	416	Quotations of Stocks and Bonds.....	418
Range in Prices at the N. Y. Stock Exchange.....	417	New York Local Securities.....	419
		Railroad Earnings and Bank Returns.....	420

THE COMMERCIAL TIMES.

Commercial Epitome.....	425	Breadstuffs.....	430
Cotton.....	425	Dry Goods.....	432

The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning.

[Entered at the Post Office, New York, N. Y., as second-class mail matter.]

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE:

For One Year (including postage)	\$10 20.
For Six Months do	6 10.
Annual subscription in London (including postage)	£2 7s.
Six mos. do do do	1 8s.
Subscriptions will be continued until ordered stopped by a written order, or at the publication office. The Publishers cannot be responsible for Remittances unless made by Drafts or Post-Office Money Orders.	

Liverpool Office.

The office of the CHRONICLE in Liverpool is at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 00.

WILLIAM B. DANA, { WILLIAM B. DANA & CO., Publishers,
JOHN G. FLOYD. } 79 & 81 William Street, NEW YORK.
POST OFFICE BOX 358.

THE FINANCIAL SITUATION.

The demoralized condition of Wall Street interests has received further illustration this week, in the semi-panic which has prevailed there for several days. It has not really been necessary, during many months, to say much more than "boo" to a stock to depress its price. All the time there has been plenty of money but no confidence, plenty of sellers but rarely a buyer, except bears covering their "shorts" and managers interested in sustaining the values of their own properties; hence every well-planned attack in any quarter has prospered. Of course, each successive week that this feverish unsettling process was continued, the resisting power of the market has been decreasing, until now it seems to have become a mere holiday task to break the price of even the best of stocks.

How strikingly limited in its operation this disturbance has been may be seen in many ways, but especially in the continued quiet condition of our money market. Very little change was produced in the bank rate and not a trace of agitation was discernible in moneyed circles, although important stocks dropped almost in a day ten per cent, and at one time the appearance was that all values in the list were about to suffer a collapse. Such a change in

stock values would ordinarily affect so many parties and so many interests that a similar excitement, only less in degree, would have prevailed in all departments of business, and the disturbance of confidence, added to the calling in and changing of loans, would have had a marked effect upon money. Now, as has been long evident, very few outside parties are interested in Wall Street movements, and the bulk of the stocks dealt in are in the hands of managers and strong cliques, so that in case of a loss in the game that is being played they are able to bear it, instead of, as in ordinary times, leaving a herd of distressed borrowers importuning money lenders.

On Thursday there was a pause in the attack. This was the result of no outside buying for investment or speculation at the lower prices, or of any combination of the cliques holding stocks, for many of them had been forced to liquidate, but simply of the fact that the market was so largely oversold that it was injudicious to carry the raid further. This is what has ended all previous similar assaults on Wall Street prices during the summer. The bears make their attack, succeed in their purpose, then stop to breathe while covering their sales; and at each of these intervals the public is tickled with the promise that the lowest prices have been reached and the permanent rise has begun. We see in the recovery at present in progress no real evidence of such a condition existing now. To be sure, it looked for the moment on Thursday as if the bears were not to have it all their own way. The most serious check they have met with for many a month was the sudden twist in the Central of New Jersey, and they were frightened by it, too, for it drove them into the market, while some of the cliques refraining from lending, developed a similar oversold condition in other prominent stocks. Jersey Central recorded an improvement of 7 points in a few moments compared with the opening price, and all other stocks sympathized with this advance, especially those that were most heavily oversold. The market continued feverish during the day, but closed at a substantial advance. Yesterday this improvement was not fully maintained, the market being very irregular, with the stocks, which seemed to be so scarce on Thursday, in far better supply. Later, however, there was some recovery, and the close was fairly strong.

In the meantime and while this strange game of chance is being played on Wall Street, the commercial situation does not improve. Although, as we have often said, there never was an occasion when stock values had so little interest in mercantile circles, or when the connection between the two classes of business was less intimate, yet it is impossible for such a struggle as that in progress at the Stock Exchange to be continued so long without imparting a degree of discouragement to all branches of

trade, at least to the extent of checking any improving tendency. Besides, there are just now other unsettling influences, not so important as some would make them, but enough under the circumstances to cause the outlook for the moment to be less promising. We have harvested our crops, but we are not marketing them as we had hoped to do. The fact appears to be that not only is there a glut of breadstuffs here, but Europe is fully supplied, and even at the low prices ruling there seems to be little disposition to buy for export. While this condition lasts the sales by farmers are somewhat less free, and in turn farmers purchase goods more sparingly. Some also make much of our shorter crops of wheat and cotton, but that is a point of little moment, for we have raised excellent crops of every other description, while with our last year's surplus of wheat we shall have more than sufficient to supply all demands, and as to cotton, although it is smaller than the immense yield of last year, it is one of the very largest we have ever raised. These facts, however (less favorable than anticipated), together with the failures which are almost daily occurring, have the effect of imparting a more quiet tone to almost all departments of business.

Still, this condition of trade is really unaccountable, and finds no warrant in the great influences which should affect our industries. We have now for two years produced excellent crops, we have an abundance of idle capital, but for some reason there is a want of confidence which makes the capitalist prefer to keep his money within call rather than to put it into productive enterprises. And furthermore, imports of gold are now beginning. This latter movement, if continued, we are inclined to look upon as likely to have a more assuring influence than any other event except the stoppage of silver-dollar coinage.

As bearing upon the question of gold imports, the figures of provisions and breadstuffs exports for September, issued this week by the Bureau of Statistics, though they relate to a period already past, are interesting. The exports of provisions have risen from \$7,453,784 in September, 1882, to \$8,660,431 in September, 1883, but the breadstuffs movement will, of course, attract most attention. And here we find no improvement in results over the months immediately preceding. The wheat and flour shipments aggregate only \$12,762,039 in value for September, 1883, against \$23,913,362 for September, 1882, and \$16,834,307 for September, 1881. For the three months the total reaches but \$41 millions, or 33 per cent less than in the same period of 1881 and nearly 50 per cent less than in 1882. The increased shipments of corn and rye have reduced the loss somewhat in the total of all breadstuffs exports, but the falling off is very marked nevertheless, as will appear from the following table giving full particulars for three years.

EXPORTS OF BREADSTUFFS FOR SEPTEMBER AND FOR THREE MONTHS.

	1883.		1882.		1881.	
	Sept.	3 Months.	Sep't.	3 Months.	Sep't.	3 Months.
Quantities.						
Wheat...bu.	\$267,820	21,570,004	17,360,107	48,12,567	10,970,303	34,521,152
Flour...bbls.	675,097	1,874,654	324,545	1,930,430	478,74	1,620,567
Tot. in bush.	11,305,765	36,095,847	20,985,560	57,010,002	13,122,626	41,813,339
Values.						
Wh't & flour	12,762,039	34,501,141	23,013,372	68,461,094	10,834,367	51,583,312
Corn & meal	2,319,219	9,38,193	551,312	1,259,115	3,008,52	13,36,162
Rye	44,619	1,233,001	81,811	104,251	9,297	111,158
Oats	41,010	91,749	94,589	52,736	91,312	1,53,914
Barley	21,091	72,413	88,897	114,004	3,897	13,273
Total value..	16,102,960	45,281,504	24,662,091	70,081,560	16,947,423	65,47,721

This slow movement cannot continue. At some price Europe will take our surplus. European stocks must be gradually worked off and the demand upon us be increased, and we shall have to accept a price that will permit us to

meet that demand. So it does not seem unreasonable to look for a more liberal outward movement in the future, and this of course will exert an effect upon exchange in due time. It is not likely that we will ship quite as much cotton in the closing months of this year as we did in the closing months of last year, but the provisions shipments should be heavier, and moreover, in view of the existing depression in business, we can confidently count upon a much smaller volume of imports than in 1882. In confirmation of the latter remark we may say that the imports at New York in September were $7\frac{1}{2}$ millions less than in 1882, and smaller than in any other year since 1879. On the whole, therefore, the outlook for our foreign trade is not discouraging. It may be claimed that if the balance for the rest of the year is to be smaller than in 1882, that will preclude the possibility of any influx of gold. That by no means follows. There is one particular in which the present time differs very materially from 1882. We refer to the fact that we started the new fiscal year in so very much stronger condition. On the 1st of July, 1882, the merchandise balance for the half year ended with that date was against us in the sum of \$39,437,030 ; in the half year ended the 1st of July, 1883, the balance was in our favor in the sum of \$16,107,684—difference \$51 million dollars. Of the former balance we liquidated \$33,461,883 by the exports of precious metals, chiefly gold, leaving 6 millions, and the latter we increased 3 millions in the same way, making it 49 millions, so that the net difference in favor of 1883 is 55 millions. In other words, we began the present fiscal year 55 millions better off than we did that beginning July 1, 1882, and that fact should not be lost sight of in making calculations as to the future.

At present the foreign exchange market justifies the importation of gold. The Bank of British North America announces the shipment from London this week of £100,000 gold bars, which will probably arrive by the end of next week. This shipment was made as an exchange operation. There has been an arrival of 500,000 francs from Havre this week, and this also is understood to pay a slight profit. The heavy tone for sterling is partly due to the very light demand, but mainly to the supply of bills, some of which are drawn against cotton, and a few are bankers' drafts which, having been bought some time ago, are now sold at a loss. It is rumored that a sterling loan has been made by a leading stock operator, but evidence of it does not appear in the market. Bankers now look for a continuance of the low rates for exchange, and some claim that the movement of gold hither will be steady for the remainder of the season. The following, exhibiting relative prices of leading bonds and stocks in London and New York at the opening each day, indicates that there is a satisfactory margin of profit for cable transactions.

	Oct. 15.		Oct. 16.		Oct. 17.		Oct. 18.		Oct. 19.	
	Lond'n prices. [*]	N.Y. prices. [*]								
U.S. 4% c.	191-00	12114	191-25	12155	191-13	12114	190-80	12114	181-23	12144
U.S. 4% g.	114-93	114-2	114-13	114-93	114-93	114-93	114-93	114-93	114-93	114-93
Ericie	20-73	20%	20-37	20%	20-52	20%	20-03	20%	20-88	20%
2d econ.	94-18	94%	94-18	94%	94-18	93%	94-18	94%	94-18	94%
Hl. Cent.	128-17	127-6	127-44	127-	127-23	127-	127-17	127-	126-47	126%
N. Y. C. C.	115-80	115	115-05	114%	114-03	114	113-93	112%	114-09	113%
Reading	25-60	51%	25-00	49%	24-76	49	24-76	49	25-24	50%
Ont. W'n	21-36	21	20-99	20%	20-51	20%	20-14	19%	20-87	20%
St. Paul	9-28	9%	9-52	9%	9-15	9%	9-14	9%	9-83	9%
Exch're, canal	4-85%	4-85%	4-85%	4-85%	4-85%	4-85%	4-85%	4-85%	4-85%	4-85%

*Expressed in their New York equivalent.

[†]Reading on bushels of \$30, par value.

Money on call, though a little more active this week, has been in abundant supply. The principal movement

appears to be to the South. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments of currency and gold by the New York banks.

Week Ending Oct. 19, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$1,059,000	\$1,726,000	Loss. \$637,000
Gold.....	24,000	200,000	Loss. 176,000
Total gold and legal tenders.....	\$1,113,000	\$1,926,000	Loss. \$813,000

*1,395,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement the banks have lost \$1,500,000 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total loss to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending Oct. 19, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,113,000	\$1,926,000	Loss. \$813,000
Sub-Treasury operations, net .....	.....	1,500,000	Loss. 1,500,000
Total gold and legal tenders.....	\$1,113,000	\$3,426,000	Loss. \$2,313,000

The Bank of England return for the week shows a loss of £311,000 bullion, but there is a gain of $\frac{1}{2}$ per cent in the proportion of reserve to liabilities. The amount reported by cable as withdrawn on balance is £171,000, and therefore £140,000 probably went to the interior. The Bank of France reports a decrease of 350,000 francs gold and 360,000 francs silver, and the Bank of Germany since the last return shows a loss of 2,260,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Oct. 18, 1883.		Oct. 19, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	£22,952,283	.....	£21,185,764	.....
Bank of France.....	38,314,142	40,794,035	39,073,525	45,026,005
Bank of Germany	6,735,000	20,205,000	6,405,000	19,215,000
Total this week.....	68,561,385	60,999,035	66,661,289	64,241,005
Total previous week.....	68,756,884	60,892,286	66,734,218	64,365,091

The Assay Office paid through the Sub-Treasury \$130,212 for domestic and \$108,500 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Oct. 12...	\$315,222 23	\$11,000	\$13,000	\$224,000	\$67,000
" 13...	363,534 23	8,000	15,000	279,000	61,000
" 15...	552,699 62	15,000	29,000	419,000	90,000
" 16...	667,198 65	21,000	37,000	532,000	78,000
" 17...	386,980 58	14,000	32,000	278,000	62,000
" 18...	378,603 47	14,000	14,000	299,000	51,000
Total.	\$2,664,138 78	\$83,000	\$140,000	2,031,000	\$409,000

LAKE SHORE'S INCOME AND CONDITION.

There is at the moment more than the usual call for information, reliable and exact, about railroad affairs. Confidence has been greatly disturbed, and prices of stocks have declined, until the gloomiest forebodings seem to have become the most popular. With little discrimination and reckless haste, securities are being sacrificed, more recently the movement partaking almost of the character of a panic. In such a situation of affairs,

the great need is for facts—earnings, financial condition, &c.—with reference to each particular property. These may, for the moment, have little weight, but ultimately they will again become the true measure of values. Appreciating this need, we have obtained for our readers, and give on another page, reports for a number of leading roads, brought down to a late date—in most cases to the first of July. In the present article, it will be our purpose to refer to only one—the most important—of these, namely the Lake Shore & Michigan Southern. We will not undertake to express any opinion, either as to the future or the present, but simply to present the facts as they are.

Within the past year or two the position of the Lake Shore has undergone considerable change. The through business for which it competes has to be divided among a greater number of lines than formerly, but, more particularly, the company has taken one of the new lines—the New York Chicago & St. Louis, or "Nickel Plate"—within its own fold, and therefore become to a degree responsible for its success. It cost the Lake Shore \$6,527,000 in 7 per cent second mortgage bonds to get control of that road, and this, of course, involves an increase in the fixed charges to amount of \$456,890 per annum. The company's fiscal year is the same as the calendar year, and the report for the year 1882 was published in the CHRONICLE last May. As the Nickel Plate purchase, however, was not effected till November of that year, the increase of fixed charges did not enter into the year's account. In the figures below for the year ended the 1st of July, 1883, the increase presumably counts for half its full amount. That the reader may see at a glance how the results for that year compare with those given in the report for the calendar year 1882, we have prepared the following for the two periods. As the figures cover in each case a full twelve months, they are more useful than if we had merely the outcome for part of a year.

Lake Shore & Michigan Southern.	Year ended June 30, 1883.	Calendar year 1882.
Gross earnings.....	\$19,492,089	\$18,225,639
Operating expenses and taxes.....	11,436,736	11,057,807
Net earnings.....	\$8,055,353	\$7,167,832
Interest, &c., on assets.....	88,492	98,391
Total net income.....	\$8,143,845	\$7,266,223
Payments—		
Interest on debt.....	\$2,969,125	\$2,714,955
Renta s.....	417,461	357,086
Dividend on guaranteed stock.....	53,350	53,350
Sinking fund.....	250,000	250,000
Total.....	\$3,689,936	\$3,375,391
Balance.....	\$4,453,909	\$3,890,832
Eight per cent dividend.....	3,957,320	3,957,320
Surplus.....	\$496,589	def. \$66,488

The difference between the two periods is here quite marked. While in the calendar year there was a small deficit below all charges and 8 per cent dividends, in the year ended July 1 there was a surplus of pretty nearly half a million dollars, and this, too, despite the fact that there was an increase of \$60,000 in the charge for rentals and \$255,000 in the charge for interest in the latter period. It should be said that in the company's report no deficit for 1882 is shown, but rather a surplus of \$183,511; but this is due to the fact that we have included in our statement the \$250,000 contribution annually required for the sinking fund on the 1st mortgage bonds, counting it as a yearly charge, while the company omits it from income account altogether. As we have, however, introduced the item in both the periods given, the comparison is not affected. Should we leave out the allowance for sinking funds, the surplus for the year to July 1 would be \$746,589, as contrasted with the surplus of \$183,511 for the year to January 1.

The calendar year and the fiscal year embrace in each case six months of the same period of time, namely July to December, 1882, and it follows therefore that the difference in results between the two years, marks the difference between the first half of 1883 and the first half of 1882. Hence we see that the first six months of 1883 show an increase over the corresponding six months of 1882 of \$1,266,450 in gross earnings and \$887,521 in net, which is somewhat less favorable than was the company's approximate exhibit, made at the end of the half year. Interest on investments realized \$9,899 less, so that the actual gain in net income was \$877,622. Against this, interest and rentals were augmented \$314,545, leaving the real improvement over the six months of 1882 \$563,077. That is, the amount left for dividends was that much greater in the first half year of 1883. But that period in 1882 was exceptionally bad, and notwithstanding the improvement made in the first six months of 1883, the company fell short of earning the half-year's proportion (4 per cent) of the dividends on the stock. In other words, not the whole, but only about two-thirds of the deficit of \$900,000 recorded in 1882 (after all charges and full dividends) has been wiped out. Too much, however, should not be made of this deficit for one half a year. The period from July to December is almost always much more profitable than the period from January to July—in fact the six months of 1881, when the trunk-line war was being waged, form the only exception to that rule, over a number of years. In 1882, for illustration, the whole of the \$900,000 deficiency of the first half of the year was made good in the second half. In order to get a correct idea of the company's earning capacity and dividend power, a full year's results must be taken, and the table above enables that to be done either for the calendar year, 1882, or for the year to July 1, 1883.

As to the present calendar year, of course nothing definite can yet be said. The figures for the year to July 1, however, (containing one-half this current year) must be accepted as in some measure limiting the outcome. We find a surplus of \$496,589, but the calendar year will call for a larger charge for interest and rentals than is allowed in reaching that surplus. If we assume that the augmentation will be the same in the second half of the year as the table shows it to have been in the first half, then this surplus will be diminished in the sum of \$314,545, reducing it to \$182,044. Hence, if the company does as well in the six months from July to December, 1883, as it did in the same months of 1882 (which latter were the best six months in its history, and when neither the Nickel Plate nor the Chicago & Atlantic was in operation), the road will make enough to meet its increased charges, the full amount of 8 per cent dividends, and yet carry forward a surplus of \$182,000. If we take out the \$250,000 for sinking funds, the surplus would be \$432,000, and this amount the company could lose in net earnings (compared with July to December, 1882) in the last six months and still meet interest and dividends. It should be said that some uncertainty exists as to the call that the Nickel Plate road may make upon the Lake Shore. The 6½ millions of its own bonds which the Lake Shore issued for that purchase we have already taken into account, but the Nickel Plate has a large individual indebtedness—15 millions first mortgage bonds, 10 millions second mortgage bonds, and 4 million equipment bonds, calling for \$1,780,000 interest yearly, and it is not clear that the road can take care of that itself at the outset, in which case the Lake Shore might have to make good the deficiency.

In addition to the exhibit of its earnings and income, we have also obtained a statement of the Lake Shore's capital account on the 1st of July, and give it below in comparison with the same items as reported in the last annual report on the 1st of January.

<i>Financial Condition.</i>	<i>July 1, 1883.</i>	<i>Jan. 1, 1883.</i>
<i>Liabilities—</i>	\$	\$
Stock.....	50,000,000	50,063,000
Debt.....	44,716,000	44,716,000
Current Liabilities.....	2,834,632	2,133,677
Dividend due 30 days after date.....	1,016,005	1,016,005
Income balance.....	4,521,259	4,896,002
Total.....	103,087,896	102,761,684
<i>Assets—</i>		
Construction and equipment.....	83,669,003	83,669,000
Detroit Monroe & Toledo RR.....	1,381,600	1,381,600
Kalamazoo & White Pigeon.....	619,000	619,000
Northern Central Michigan.....	1,357,000	1,357,000
Interest in Jamestown & Franklin RR.....	2,123,915	2,123,915
Interest in Chicago & Cau. Southern.....	7,15,000	660,050
Stocks held.....	8,240,218	8,239,078
Bonds held.....	1,247,903	1,156,918
Supplies, &c.....	1,003,199	1,355,153
Cash, &c.....	1,662,234	1,138,587
Other items.....	1,071,822	1,070,439
Total.....	103,087,896	102,761,684

It will be observed that there is here very little change between the two dates. There have been rumors at times of a further increase in debt, in addition to the 6½ millions incurred in the Nickle-Plate purchase, but the figures show that the debt was precisely the same on the 1st of July as on the 1st of January. The company reports no floating debt, but what are called "June liabilities" were \$700,000 larger than what were called "December liabilities." The falling off in the income balance from \$4,896,002 to \$4,521,259 may to a great extent be taken as reflecting the deficit on the half year's operations. On the side of assets, there is scarcely any change worthy of mention, except that "cash and cash items" is about half a million greater than it was on the 1st of January.

THE PEACE OF EUROPE.

A telegram from San Francisco published this week by the daily press needs a few words of explanation. It was to the effect that by English ship-owners a European war is so far regarded as among the possibilities of the early future, that the captains of English vessels at San Francisco have been instructed to demand higher rates for freight, if they have not closed their negotiations in regard to the shipment of wheat. In the event of war, the item states that it is calculated that there will be a sharp advance in freights.

It would be wrong to give any importance to this announcement as a piece of news, and yet it undeniably conforms to the disturbed spirit just now pervading Europe. We have, in fact, and for some time have had, war rumors from various points. Affairs in Southeastern Europe have for a considerable period been in a singularly combustible condition. In Central Europe it cannot be said that matters are in a much more satisfactory state. France and Germany could hardly be more unfriendly if they were engaged in actual conflict; and it is only a few days since it seemed as if hostilities were about to be precipitated by the senseless outburst of anti-German sentiment, of which the King of Spain was made the victim. Furthermore, the present condition of France is no good guarantee for the continued peace of Europe. The factions are ill at ease. The republic exists; but no one who knows France would venture to affirm that the republic is established, or that it will extend over another decade. By January of next year President Grevy will have been in power as long as Marshal MacMahon, and rumor is already busy with the name of his successor. According to one authority the Presidential chair is to be filled by the Duc d'Aumale; but the Duc d'Aumale is

simply to prepare the way for his nephew, the Count de Paris, who will re-establish the throne of the Citizen-King. According to another authority, the end of the administration of President Grey is to be marked by the fresh advent of the Bonapartists, which, of course, means the restoration of the Empire. It is hardly matter for wonder that, in such circumstances, Père Hyacinthe should have declared that when he returns from America, in April next, he expects to witness an internal convulsion in Europe—a convulsion which will break out in the early months of 1884, and which will have France for its centre. Father Hyacinthe is not necessarily a prophet; but he is a man of observation, eminently capable of forming a judgment, and thoroughly acquainted with France and the French. Add to all this, that the Powers, greater and smaller, are very thoroughly armed, and that the expense of standing armies has almost made war desirable for the sake of the probable relief which it offers, and we see that war does not seem by any means impossible.

There is, however, another side to the picture. It is, of course, difficult to put a perfectly peaceful aspect on the state of affairs in Eastern and Southeastern Europe. There is in the lands of the Danube and in the Baltic Peninsula an actual contest going on between Austria and Russia—a vigorous struggle for supremacy between these two Powers in the lands from which the Sultan was compelled to retire after the late war. The antagonism is very bitter. It could hardly be more so. Russia intrigues, but Austria occupies. That Russia is indignant, and that she chafes under the humiliation inflicted upon her by the treaty of Berlin, no one is permitted to doubt. Nor can any one doubt that if Russia had to count with Austria alone, Russia would strike. But Austria is not alone. She has Germany beyond her; and her position in these Balkan lands is guaranteed to her by the Berlin treaty. This, however, is not all. Almost every Power that would be available for war purposes in Europe is included in the Austria-German compact. It includes, in addition to Austria-Hungary and Germany, Italy, and we may now add Spain, as well as the smaller States of the east, such as Roumania, Servia and Bulgaria. In the event of war, France would be Russia's only possible ally; but the circumstances are such that even that alliance is not for a moment to be seriously thought of. It is no doubt possible, but it is not probable. Russia's hands are tied. She may strike in Asia Minor, but she will not strike in Europe.

So also with regard to Germany and France. Notwithstanding the feeling is so bitter between them, there are grave reasons why neither the one nor the other should provoke open war. Except for the purposes of chastisement—and this reason is not sufficient—Germany can have no wish for a war with France. Germany will not strike unless she is provoked beyond endurance. She has no desire for war for its own sake; and she certainly has no desire for any more French territory. And what reason is there for believing that France will rashly risk all the consequences of a war with Germany? Such a war could end only in disaster. She could not hope to win in such a struggle in 1883 any more than she did in 1870. Her only possible ally would be Russia; but here again, the Austro-German compact comes into play. It would be France and Russia against all Europe.

It is thus made apparent that although much bitter feeling exists between the European Powers, self-interest is likely to hold that feeling in check. A local convulsion in France, or elsewhere may, as it has done before, beget a sort of national madness, and upset all calculations. But

in any other event the prospect is not alarming. Prince Bismarck may have many faults. The Germany he has called into existence may not be all that it was expected it would be. German unity may have been bought at almost too great a price, coupled, as it has been, with military bondage. But Prince Bismarck has done Europe and the world at large a great service, by so gathering around him all the great States as to make war next to impossible. We repeat, what has been stated before in these columns, that the Austro-German alliance is the most effectual existing guarantee for the peace of Europe.

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Oct. 6.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	Short.	12·4½ @12·5	Oct. 6	Short.	12·00½
Amsterdam	3 mos.	12·2½ @12·3½	Oct. ...	...	...
Hamburg	"	20·62 @20·63	Oct. 6	Short.	20·13
Berlin	"	20·62 @20·63	Oct. 6	"	20·13
Frankfort	"	20·62 @20·63	Oct. 6	"	20·13
Vienna	"	12·11½ @12·12½	Oct. 6	"	11·98
Antwerp	"	25·51½ @25·30	Oct. 6	"	25·27½
Paris	"	25·25 @25·30	Oct. 6	Checks	25·25½
Paris	3 mos.	25·45 @25·50	Oct. 6	3 mos.	25·26½
Genoa	"	25·50 @25·55	Oct. 6	Short.	25·25
Madrid	"	46 @46½	Oct. 6	3 mos.	47·10
Lisbon	"	51½@52	Oct. 6	"	...
Alexandria	"	...	Oct. 3	"	96
New York	"	...	Oct. 6	Short.	4·82
Bombay	60 Days	18·75½ <i>ld.</i>	Oct. 6	tel. trsf.	18·75½ <i>ld.</i>
Calcutta	"	18·75½ <i>ld.</i>	Oct. 6	tel. trsf.	18·75½ <i>ld.</i>
Hong Kong	"	...	Oct. 6	4 mos.	5s. 8½ <i>ld.</i>
Shanghai	"	...	Oct. 6	"	5s. 6½ <i>ld.</i>

[From our own correspondent.]

LONDON, Saturday, Oct. 6, 1883.

The week which has just terminated has been one of more than usual importance, and by some the events which have occurred are regarded with serious significance. The week was heralded by important failures in the grain trade, four firms at Newcastle having been compelled to announce that they are unable to meet their engagements. Then followed the disappearance of the principal members of a well-known firm of accountants, arising out of financial difficulties, and which was quickly succeeded by that of the Secretary of the London and River Plate Bank, limited, who, meeting with losses on the Stock Exchange, appropriated securities held in custody by the bank for their customers, to the value of about £110,000. The most important of all is probably the suspension of Messrs. Suse & Sibeth, a very old firm of merchants, whose total liabilities are said to be about £300,000.

These failures and defalcations have not, as yet, had any serious effect upon general business. That they will have the result of producing additional caution can scarcely be doubted, as, even if the most sanguine view is taken of the future, great uncertainty prevails. As far as the failures in the grain trade are concerned, there is by no means any reason for surprise. At the commencement of the season the trade was badly advised by recognized authorities, and some merchants were bold enough to speculate for a rise. Millers have throughout acted a judicious part. Although they admitted that the crops were to some extent a disappointment, they very justly contended that as there was an important surplus remaining from last year, Great Britain and the necessitous countries of western Europe would still be amply supplied at very moderate prices. Their contentions have proved to be fully correct, and they have since the commencement of the season acted upon the conclusions they had formed. Although prices in Great Britain have been very low, foreign wheat and flour have been arriving at our ports in very large quantities, and a return just issued shows that the stock of those two commodities in London is rather more than one million quarters, being, it is understood, the largest ever known.

The two failures which bear a criminal aspect can scarcely exercise but a temporary influence. Considering the magnitude of our trade, as well as of our financial operations, defalcations of any serious amount are comparatively rare. Those failures must not, therefore, be expected to have an influence over the future. The suspension of Messrs. Suse & Sibeth loses much of its importance from the fact that it was an old-established

lished firm, until very lately conducting business on old-fashioned principles. The banks, many of which carry on the trade of merchants, have of late done much to injure such classes of business, and the present failure can only be regarded as one of a diminishing group of firms, which are bound to pass away unless there is some adaptation to the requirements of the times. There are, probably, still other firms similarly situated, and whose failure may create some temporary sensation; but the new style of conducting business continues to make progress, and success can only be obtained by embracing it. It would be unwise to look lightly upon the situation, but there is no reason at present for despondency. On the contrary, some branches of trade—such as wool and iron—show a tendency to recovery, and a fair amount of legitimate business is expected to be in progress during the remainder of the year.

The money market has assumed a firmer appearance, and the rate of discount in the open market has risen to 2½ per cent for three months' bills. This may be partly due to the fact that the termination of the quarter brings with it some additional inquiry; but there is reason for believing that the increased demand is little more than temporary. At this period of the year we naturally look forward to some augmented inquiry, and probably the market would have been more active, had not Stock Exchange life been so wretchedly inactive. Business on the Stock Exchange has, in fact, dwindled down to very narrow proportions, and the general public take but little interest in it. As a rule, only sound securities for investment are required, but very few stocks commanding any speculative attention. The trade demand for money has somewhat improved, but there is an ample supply seeking employment. Owing to the close of the quarter, short loans have been much wanted during the week at about 3½ per cent.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open Market Rates.										Interest Allowed for Deposits by	
		Bank Bills.					Trade Bills.					Joint	Disc't H'ses
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months	Stock Banks.	At Call.	To 14 Days			
Aug. 31	4	3½@3¾	3¾@4	—	3¾@3½	3½@4½	3¾@4½	4@4½	3	3	3½-3¾		
Sept. 7	4	3½@3¾	3¾@4	—	3¾@3½	3½@4	3½@4½	3½@4½	3	3	3½-3¾		
" 14	3½	2½@2½	2½@2½	3 @	3½@2½	3½@3½	3½@3½	3½@3½	2½	2½@2½			
" 21	3½	2½@2½	2½@2½	3 @	2½@2½	2½@3½	2½@3½	3 @	2½	2½@2½			
" 28	3	2½@2½	2½@2½	2½@2½	2½@2½	2½@3½	2½@3½	3 @	2	2½@2½			
Oct. 5	3	2½@2½	2½@2½	2½@2½	2½@2½	2½@3½	2½@3½	3 @	2	2½@2½			

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, of wheat, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
Circulation.....	26,610,715	27,134,575	27,123,330	27,433,140
Public deposits.....	5,899,779	4,440,220	9,018,776	6,656,829
Other deposits.....	23,250,517	23,928,433	24,867,817	26,216,559
Governor's securities.....	13,692,552	11,369,133	17,611,111	17,365,070
Other securities.....	21,101,962	25,089,717	23,867,624	18,501,030
Rec'd of notes & coin.....	12,594,568	10,105,878	10,231,910	14,928,448
Coin and bullion in both departments.....	23,755,283	21,486,453	21,695,240	27,361,588
Proportion of reserve to liabilities.....	43.90	35½	30½	45 p. c.
Bank rate.....	3 p. c.	5 p. c.	5 p. c.	2½ p. c.
Consols.....	101	100½	98½	93
Wheat, av. pric.....	41s. 0d.	40s. 4d.	47s. 0d.	40s. 1d.
Clearing-house return.....	144,735,000	117,876,000	158,882,000	135,192,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	Oct. 4.		Sept. 27.		Sept. 20.		Sept. 13.	
	Bank Rate.	Open Market						
Paris.....	3	2½	3	2½	3	2½	3	2½
Berlin.....	4	3½	4	3½	4	3½	4	3
Frankfort.....	—	3½	—	3½	—	3½	—	3
Hamburg.....	—	3½	—	3½	—	3½	—	2½
Amsterdam.....	3½	3½	3½	3½	3½	3½	3½	3½
Brussels.....	3½	3½	3½	3½	3½	3½	3½	3½
Madrid.....	5	5	5	5	5	5	5	5
Vienna.....	4	4	4	4	4	4	4	4
St. Petersburg..	6	6	6	6	6	6	6	6

In reference to the state of the bullion markets, Messrs. Pixley & Abell remark :

Gold.—The amount sent in to the Bank during the week consists almost entirely of sovereigns, the value being £87,000. On the other hand, withdrawals of this coin to the extent of £18,000 have taken place in the same period, and have been sent to Egypt and Lisbon. The "Spartan" has brought \$13,270 from the Cape, the "Iberia" £14,000 from Australia, and the "Neva" £36,870 from Buenos Ayres. Th

Peninsular & Oriental steamer takes £31,000 to Alexandria and £10,000 to Bombay.

Silver.—The market for fine bar has been tolerably firm during the week at 5½ d., at which rate consignments from America were placed. The price improved yesterday 1½ d. owing to an increased demand for India, consequent on a rise in the rate of discount there, and 50½ d. is now the quotation and the silver by the "Academy" has been placed at that rate. We have received since our last £71,970 from New York and £32,000 from the Pacific. The "Medway" takes £8,900 to the West Indies and the Peninsular & Oriental steamer £8,000 to Bombay.

Mexican Dollars.—The balance of the dollars by the West India steamer, and those by the "Werra" from New York, have been sold at 49½ d., being a rise of 1½ d. per ounce from our last quotation. The arrivals, chiefly from America, consist of afloat £33,000.

The quotations for bullion are reported as below :

	Price of Gold.		Price of Silver.	
	Oct. 4.	Sept. 27.		
Bar gold, fine...oz.	77	9	Bar silver, fine...oz.	50 15-16
Bar gold, contain'g 20 dwt's, silver...oz.	77 10½	77 10½	Bar silver, contain'g 5 grs. gold...oz.	51 5-16
Span. doubletons...oz.	73 9½	73 9½	Cake silver...oz.	54 11-16
S.Am. doubletons...oz.	73 8½	73 8½	Mexican dolls...oz.	49 11-16
U.S. gold coin...oz.	76 3½	76 3½	Chilian dollars...oz.	49½
Ger. gold coin...oz.	.....	.....	.....	.....

Tenders were received at the Bank of England on Tuesday for £1,000,000 in Treasury bills, the whole of that amount being allotted in three months' paper. Tenders at £99 9s. will receive about 84 per cent, and above in full. This result is equivalent to a discount rate of 2 3-16 per cent per annum, the average rate being £2 2s. 2d. per cent.

The tenders for the South Australian Government 4 per cent securities for £1,438,500 reached the large total of £3,306,600, at prices ranging from the minimum of £98 10s. to £100 12s. 6d. Tenders at and above £98 17s. 6d. receive allotments in full, and those at £98 17s. about 82 per cent—average price, £98 19s. 9d.

Tenders were received on Friday at the Union Bank of Australia for £200,000 4½ per cent debentures of the city of Melbourne, Victoria, and they amounted to £379,500, at prices ranging from the minimum of £100 to £103. Tenders at and above £100 7s. 6d. receive allotments in full, and those at £100 6s. 6d. about 6 per cent. The average price was £100 19s.

Advices from Alexandria state that the cholera having subsided, and being scarcely referred to, the mercantile houses and retail houses are re-opening and an important increase of business is anticipated. A private letter from Cairo states: "We have also great hopes that the appointment of Sir E. Baring will place the trade of the country on such a basis as must eventually lead Egypt to become a prosperous country; it is a rich one already, but its riches require developing."

The revenue statement for the past quarter and for the past six months of the year have just been issued. A comparison with previous periods does not indicate any important movement in either direction. The return, however, taken as a whole, is disappointing, there being decreases for the past quarter, compared with the corresponding period of last year, amounting to £401,942, against increases of £188,000. Customs duties show a falling off of £71,000, stamps £40,000 and miscellaneous receipts £275,768. There is also a reduction of £3,000 in the land-tax receipts, and of £12,174 in the interest on advances. On the other hand, property and income tax shows an increase of £70,000, excise £15,000, house duty £3,000, post-office £90,000 and the telegraph service £10,000. For the half-year ended September 30 there is an increase in the receipts from property and income tax of £830,000, from house duty £41,000, from the post-office £100,000, from the telegraph service £35,000, from the land tax £9,000, from customs £16,000, and from excise £16,000—making a total of £1,076,000. There has been, however, a decrease of £50,000 on account of stamps, £9,445 in interest on advances and £410,515 in miscellaneous. The net increase for the half-year ended September 30 is £606,040 and for the year ended September 30 £3,344,226. Annexed are the particulars for two years.

	QUARTERS ENDED—				YEAR ENDED—
	Dec. 31,	Mar. 31,	June 30,	Sept. 30,	
Customs.....	5,310,000	4,983,000	4,739,000	4,631,000	19,073,000
Excise.....	8,155,000	6,690,000	5,910,000	6,220,000	26,075,000
Stamps.....	2,850,000	3,161,000	3,120,000	11,791,000	11,081,040
Land tax.....	5,000	5,059,000	8,090,000	10,000,000	23,050,000
House duty.....	25,000	11,110,000	12,500,000	12,709,000	17,095,000
Post office, news.....	813,000	8,70,000	8,800,000	7,400,000	7,070,000
Telegraph service.....	43,000	305,000	435,000	485,000	1,690,000
Crown lands.....	130,000	105,000	80,000	65,000	380,000
Interest on adv'dces.....	384,937	249,230	359,787	215,146	1,209,409
Miscellaneous.....	1,033,211	1,500,595	1,112,051	1,210,350	4,857,006
Totals.....	20,988,148	29,668,738	20,590,738	18,146,785	89,610,406

The imports of wheat being still large, and the stocks here heavy, while there are also ample supplies of produce afloat, the trade has remained in a dull and inanimate state. The

trade is still very inactive, but without material change in prices. The failures which have taken place at Newcastle have had some influence in producing great caution, and millers are only buying to supply actual requirements. The following are the stocks of grain in London on October 1 compared with the same date last year:

STOCK OF GRAIN IN LONDON OCTOBER 1.

	1883.	1882.
Wheat.....	882,493	3,991
Barley.....	16,482	1,146
Malt.....	3,283	3,512
Oats.....	349,703	4,480
Rye.....	1,000	98
Beans.....	26,374	2,633
Peas.....	3,301	1,489
Malze.....	61,474	238
Tares.....	2,368	185
Linseed.....	8,341	94
Rape seed.....	23,548	11
Oil seed.....	21,549	.....
Cotton seed.....	.....	12,198
Seeds.....	5,030	3,778
Flour.....	4,072	2,955
Flour.....	sacks. 214,971	54,187
		148,593
		35,127

The following are the quantities of wheat, flour and Indian corn afloat to the United Kingdom, Baltic ports etc.:

At present.	Last week.	Last year.	1881.
Wheat.....qrs. 1,706,000	1,702,000	1,863,000	2,000,000
Flour.....170,000	161,000	194,000	129,000
Indian corn.....286,000	309,000	53,500	263,000

Annexed is a return showing the extent of the imports of cereal produce into the United Kingdom during the first five weeks of the season, the sales of home-grown produce, and the average price realized, the visible supply of wheat in the United States, and the supplies of wheat and flour estimated to be afloat to the United Kingdom, compared with the three previous years:

IMPORTS.				
	1883.	1882.	1881.	1880.
Wheat.....cwt. 7,697,248	9,808,788	6,332,247	8,841,882	
Barley.....1,575,586	672,176	844,824	1,004,874	
Oats.....1,136,377	1,499,493	1,634,216	1,436,559	
Peas.....63,659	76,704	53,192	104,639	
Beans.....342,855	115,137	244,979	145,186	
Indian corn.....3,367,372	1,674,062	3,239,257	5,250,637	
Flour.....1,292,903	1,389,710	1,182,971	1,085,612	

SUPPLIES AVAILABLE FOR CONSUMPTION—FIVE WEEKS.

	1883.	1882.	1881.	1880.
Imports of wheat cwt. 7,697,248	9,808,788	6,332,247	8,841,882	
Imports of flour.....1,292,903	1,389,710	1,182,971	1,085,612	
Sales of home-grown produce.....	4,204,980	3,982,600	3,420,750	3,313,000
Total.....	13,195,131	15,181,093	10,975,968	13,241,094
Avg'd price of English wheat for season, qrs. 41s. 10d.	43s. 11d.	51s. 3d.	40s. 11d.	
Visible supply of wheat in the U.S., bush. 26,172,000	13,287,951	19,651,811	14,994,632	
Supply of wheat and flour afloat to U.K. qrs.....	1,863,000	2,153,000	2,088,000	.....

The extent of the sales of home-grown wheat, barley and oats in the principal markets of England and Wales, during the first five weeks of the season, together with the average prices realized, is shown in the following statement:

	SALES.			
	1883.	1882.	1881.	1880.
Wheat.....qrs. 291,114	229,765	197,351	191,162	
Barley.....71,797	70,145	32,352	44,019	
Oats.....4,241	17,140	18,220	13,000	

	AVERAGE PRICES FOR THE SEASON (per qr.).			
	1883.	1882.	1881.	1880.
Wheat.....	s. d. 41 10	s. d. 43 11	s. d. 51 3	s. d. 40 11
Barley.....	32 7	35 7	31 7	34 3
Oats.....	20 10	21 11	22 9	21 7

Converting wheat into cwt., the following are the estimated totals for the whole kingdom:

	1883.	1882.	1881.	1880.
Wheat.....cwt. 4,204,980	3,932,600	3,420,750	3,313,000	

The Board of Trade returns for September and for the nine months ended September 30, have been issued to-day. They show the following results:

	1881.	1882.	1883.
Imports in September.....	33,114,225	33,135,908	32,307,465
Imports in 9 months.....	296,726,993	307,496,377	310,392,159
Exports in September.....	20,900,633	20,922,418	20,495,494
Exports in 9 months.....	171,819,712	182,134,944	179,665,085

English Market Reports—Per Capita.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Oct. 19:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....	507 ₈	507 ₈	501 ₁₆	51	51	51
Consols for money.....	1011 ₁₄	1011_{14}	1011_{14}	1011_{14}	1011_{14}	1011_{14}
Consols for account.....	1011 ₁₄	1011_{14}	1011_{14}	1011_{14}	1011_{14}	1011_{14}
Fr'ch rentes (in Paris) Fr.	780 ₂	780 ₀	781 ₁₂	781 ₁₂	781 ₁₂	781 ₁₂
U. S. 4s of 1891.....	117 ₃	117 ₃	118 ₁	118 ₁	117 ₃	117 ₃
U. S. 4s of 1907.....	124 ₈	124_{8}	124_{8}	124_{8}	124_{8}	124_{8}
Chic. Mill. & St. Paul.....	103 ₄	103 ₄	102 ₁₂	102 ₁₂	97 ₁₂	93 ₈
Erie, common stock.....	30 ₈	30 ₈	29 ₁₂	29 ₁₂	29 ₁₂	29 ₁₂
Illinois Central.....	131 ₃	131 ₃	131 ₁₄	131 ₁₄	130 ₁₂	130 ₁₂
N. Y. Ontario & West'n.....	21 ₇	22 ₄	21 ₁₂	21 ₁₂	21 ₁₂	21 ₁₂
Pennsylvania.....	61 ₈	61 ₈	60 ₆	59 ₃	60 ₁	60 ₁
Philadelphia & Reading.....	20 ₈	21 ₈	25 ₈	25 ₈	26 ₈	26 ₈
New York Central.....	118 ₃	118 ₃	117 ₃	116 ₃	117	117

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State).....	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh.	8 6	8 6	8 6	8 6	8 6	8 6
Spring, No. 2, old	9 0	9 0	9 0	9 0	9 0	9 0
Spring, No. 2, n.	8 2	8 2	8 2	8 2	8 2	8 2
Winter, South, n.	9 8	9 8	9 8	9 8	9 8	9 8
Winter, West, n.	8 7	8 7	8 7	8 7	8 7	8 7
Cal. No. 1	9 4	9 4	9 4	9 4	9 4	9 4
Cal. No. 2	9 0	9 0	9 0	9 0	9 0	9 0
Corn, mix., new.....	5 3 ₂	5 3 ₂	5 3 ₂	5 2 ₁	5 2 ₁	5 2 ₁
Pork, West. mess. @ bbl.	72 0	72 0	71 0	71 0	71 0	71 0
Bacon, long clear, new.....	34 0	34 0	34 0	34 0	34 0	34 0
Beef, pr. mess. new, @ tce.	70 0	70 0	70 0	70 0	70 0	70 0
Lard, prime West. @ cwt.	39 6	39 6	39 6	39 6	39 6	39 6
Cheese, Am. choice.....	56 0	56 0	56 0	56 0	56 0	56 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national bank has lately been organized:

3,031—The First National Bank of Holton, Kan. Capital, \$50,000. Thomas P. Moore, President. James P. Moore, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$6,992,190, against \$8,673,880 the preceding week, and \$8,005,547 two weeks previous. The exports for the week ended Oct. 16 amounted to \$6,789,550, against \$6,599,430 last week and \$6,826,497 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 11 and for the week ending (for general merchandise) Oct. 12; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods	\$2,182,264	\$2,218,395	\$2,687,989	\$2,108,105
Gen'l mer'dise.....	6,000,568	6,163,276	6,258,729	4,84,085
Total	\$8,182,832	\$8,411,655	\$8,916,718	\$6,992,190
Since Jan. 1.				
Dry goods	\$104,829,279	\$92,173,641	\$110,128,524	\$101,763,221
Gen'l mer'dise.....	284,289,253	255,353,378	289,767,791	275,297,781
Total 41 weeks	\$339,112,532	\$347,526,019	\$399,896,318	\$362,061,002

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Oct. 16, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week....	\$9,273,779	\$7,164,162	\$6,108,988	\$6,789,550
Prev. reported....	318,316,473	297,816,906	262,152,342	275,122,131
Total 41 weeks	\$327,500,252	\$304,981,068	\$268,261,330	\$281,911,681

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 13, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	\$1,900	\$13,700	\$.....	\$2,113,622
France .....	.....	.....	.....	658,822
Germany	475	20,555	108,500	2,474,572
West Indies	7,000	295,403	1,000	75,308
Mexico	5,000	138,785	.....	120,933
Total 1883.....	\$14,375	\$142,043	\$100,500	\$6,693,235
Total 1882.....	500	33,803,234	329,645	1,682,072
Total 1881.....	9,615	421,441	1,495,641	46,478,867

	Shares.
Mechanis' Nat. Bk.....	1,504 ₈
15 N.Y. Bowery Ins. Co.....	151 ₂
2,000 State Line Mining Co.,	.....
5 Home Insurance Co.....	140

Of the above imports for the week in 1883, \$1,000 were American gold coin. Of the exports during the same time \$12,475 were American gold coin.

A special meeting of the stockholders of the Canadian Pacific Railroad will be held at Montreal, November 5. The stock transfer books will be closed from Oct. 27 to Nov. 7.

The Homestake Mining Company announces its September dividend of \$25,000, payable on the 25th inst., by Messrs. Lounsbury & Haggins, transfer agents, 15 Broad Street.

The Ontario Silver Mining Company announces a September dividend of \$75,000, payable on the 31st inst., by Messrs. Lounsbury & Haggins, transfer agents, 15 Broad Street.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

|
<th
| |

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Buffalo & Southwestern pref.....	3 1/2	Oct. 15	
Cedar Rapids & Mo. River (quar.)	5	Nov. 1	Oct. 16 to
Concord.....	5	Nov. 1	Oct. 14 to
Mt. Washington.....	10		
Oregon R'way & Nav. Co. (quar.)	2 1/2	Nov. 1	Oct. 16 to
Miscellaneous.			
Iowa RR. Land.....	\$1	Nov. 1	
Pulman Palace Car Co. (quar.)	2	Nov. 15	
Do extra.....	1 1/2	Nov. 15	

NEW YORK, FRIDAY, OCT. 19, 1883—5 P. M.

The Money Market and Financial Situation.—The most prominent phase of financial affairs in the last week has been the further depression and partial, but rapid, recovery of prices of railway securities. There have been some incidents in connection with this which go largely to indicate that the heavy decline that took place was as much brought about by design as by the weight of legitimate influences. That there has been, and is yet, a general loss of confidence in railway securities, is well known, and this would unquestionably have operated to produce a very considerable fall in prices; but it is also well known that a most powerful and persistent "bear party" has been at work, and that they have left no means unemployed to unsettle confidence and depress values.

The sharp upward re-action of prices on Wednesday and Thursday developed the fact that the stock market had been greatly oversold, and that the attempt to cover the outstanding short interest was causing a more important advance than had been expected.

The greatest decline was in the Northern Pacifics, but it now begins to appear that aside from the depreciation which might naturally be expected as the result of the company's annual report, showing that the road was costing some \$10,000,000 or \$15,000,000 more than the first estimates, and that, consequently, there would be a necessity for a new second mortgage loan—aside from this, it has lately been developed that the bear party were making strong efforts to create the impression that the ratification of the second mortgage by the preferred stockholders would be defeated at the meeting on November 20, the object being to present to the public the contingency of the Northern Pacific going into the hands of a receiver, and using this in connection with some other manipulation to demoralize the whole market.

On Thursday, however, it was understood that a very large part of the required three-quarters majority of the preferred Northern Pacific stock had been secured for the ratification of the loan, and this caused the upward turn in the market on that day. The partial corner and squeeze in New Jersey Central was also an influence in the same direction.

These later fluctuations do not indicate any recovery of confidence on the part of legitimate investors, but merely serve to show that the prices of stocks have been artificially depressed to a great extent.

Money remains abnormally easy, though in the last few days rates for call loans on stock collateral have been 3 and 4 per cent, against 2 and 2 1/2 last week. Rates for mercantile discounts remain unchanged at 5 1/2 and 6 per cent for 60 days and 4 months on first-class double names, and, at 6 and 7 per cent on single names. Time loans on collateral are still 5 per cent. It is intimated that, in view of the increasing Treasury balance (and also of the fact that a considerable proportion of the bonds already called do not come in), there will soon be another call for the three per cents. Many of the called bonds are used as collaterals for loans, and every call for bonds produces some change or disturbance in loans.

The statement of the New York banks last week showed an increase of \$4,387,100 in deposits and an increase of \$1,327,100 in legal tenders. These changes caused an increase of \$75,925 in the surplus reserve, the general condition of the banks being very little different from that of this date last year.

The Bank of England made no change in its rate of discount this week from 3 per cent. In the week the Bank lost £311,000 bullion, but its reserve of notes and specie in the Banking Department was increased from 42 1/4 per cent last week to 43 3/4 per cent this week, and as compared with 35 11-16 per cent at this time last year. The Bank of France lost 350,000 francs gold and 360,000 francs silver during the week. The Bank of Germany showed a gain of 2,260,000 marks.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. Oct. 13.	Differ'nce fr'm previous week.	1882. Oct. 14.	1881. Oct. 15.
Loans and dis-	\$327,927,700	Ine. \$1,807,800	\$311,999,400	\$318,348,900
Specie.....	76,448,500	Dec. 1,54,100	52,236,500	54,807,200
Circulation.....	15,177,909	Ine. 95,000	18,715,700	19,896,100
Net deposits.....	314,477,300	Ine. 4,377,100	286,771,200	290,915,300
Legal tenders.....	24,35,930	Ine. 1,327,100	21,341,700	15,174,500
Legal reserve.....	\$79,11,932	Ine. \$1,096,775	\$71,692,800	\$72,504,575
Reserve held.....	81,284,400	Ine. 1,172,700	73,548,200	69,981,700
Surplus.....	20,165,75	Ine. \$75,925	\$1,855,400	\$2,522,875

Exchange.—The foreign exchanges have been dull and rates rather weak, though there have been no changes in the quotations for sterling, the posted rates remaining at \$4 82 and \$4 85. On Friday, the 19th, the rates for actual business were as follows, viz.: Sixty days, 4 81 1/4; demand, 4 84@4 84 1/4; cables, 4 84 1/2@4 84 1/4; commercial bills, 4 79 1/2@4 80.

Quotations for foreign exchange are as follows, the prices being the posted rates of leading bankers:

O.tober 19.	Sixty Days	Demand.
Prime bankers' sterling bills on London.....	4 82	4 85
Prime commercial.....	4 80 1/2	.....
Documentary commercial.....	4 80	.....
Paris (francs).....	5 23 1/2	5 21 1/4
Amsterdam (guilders).....	39 7/8	40 1/4
Frankfort or Bremen (reichmarks).....	94 1/2	95 -

Coins.—The following are quotations in gold for various coins:

Overseigns.....	\$4 82	@ \$4 86	Silver 4s and 1s. — 99 1/2@ par.
Napoleons.....	3 85	@ 3 89	Five francs..... 92 1/2@ 94
X X Reichmarks.....	4 73	@ 4 76	Mexican dollars..... 86 1/2@ 87 1/4
X Guilders.....	3 96	@ 4 00	No uncoumbered..... 85 1/2@ 85 1/2
Span'ns Doubloons.....	15 50	@ 15 60	Peruvian soles..... 81 @ 82
Mex. Doubloons.....	15 45	@ 15 60	English silver..... 4 75 @ 4 81
Fine silver bars.....	1 10 1/2@ 1 11 1/2	Prus. silv. thalers..... 68 @ 70 1/2	
Fine gold bars.....	par @ 4 prem	U. S. trade dollars..... 37 1/2@ 38	
Dimes & 1/2 dimes.....	99 1/2@ par	U. S. silver dollars..... 99 1/2@ par.	

United States Bonds.—Government bonds have continued very strong, and a further advance of 1/4@ 3/4 has been established on the fours and four-and-a-halves during the week. The threes are down to par bid.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Oct. 13.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.	Oct. 19.
4 1/2s, 1891.....	reg. Q-Mar.	\$11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
4 1/2s, 1891.....	coup. Q-Mar.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
4s, 1907.....	reg. Q-Jan.	*121	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
4s, 1907.....	coup. Q-Jan.	121	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
3s, option U. S.	reg. Q-Feb.	100	*100	*100	100 1/2	100	100
6s, cur'ey. 1895.....	reg. J. & J.	129	*129	*129	129	129	129
6s, cur'ey. 1896.....	reg. J. & J.	130	*130	*130	130	130	130
6s, cur'ey. 1897.....	reg. J. & J.	132	*132	*132	132	132	132
6s, cur'ey. 1898.....	reg. J. & J.	135 1/2	*135 1/2	*135 1/2	135 1/2	135 1/2	135 1/2
6s, cur'ey. 1899.....	reg. J. & J.	136	*136	*136	136	136	136

* This is the price bid at the morning board; no sale was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
Oct. 13..	\$1,019,112 84	\$726,049 93	\$115,092,116 93	7,356,659 32
" 15..	1,844,672 82	919,367 37	116,246,280 45	7,127,801 25
" 16..	1,787,400 57	939,625 52	117,119,027 56	7,103,488 19
" 17..	1,099,633 62	1,408,323 72	116,865,176 98	7,048,676 67
" 18..	1,055,901 93	687,974 53	117,084,561 27	7,197,219 78
" 19..	1,063,430 07	1,313,874 63	117,299,873 74	6,743,462 70
Total	\$7,873,241 85	\$1,599,618 81	.....	.....

* Above receipts include \$300,000 gold certificates put into cash.

† Above payments include \$556,000 gold certificates taken out of cash.

State and Railroad Bonds.—The market for railroad bonds has been generally weak, and there are few exceptions to the general decline of prices, which ranges from 1/4 to 4 per cent. The greatest activity has been in New York West Shore & Buffalo firsts, in which the range of prices since the 12th has been 77, 72 1/2, 74. After these, the range of other bonds has been as follows, viz.: Richmond & Danville debentures, 58, 56, 57, and Peoria Decatur & Evansville incomes at 40, 37, 40; Kansas & Texas general mortgages at 79, 78, 78 1/2; Texas & Pacific land grant incomes at 50, 54 1/2, 51, 53 1/2; Rio Grande division firsts at 71, 73 1/2, 70, 72 1/2, 71 1/2; Burlington & Quincy debenture 5s at 91, 91 1/2, 88 1/4, 89 1/4, 89 1/2; Oregon & Trans-Continental firsts at 89, 85; Atlantic & Pacific incomes at 24, 22, 22 1/2; East Tennessee incomes at 28, 25, 27 1/2, 27; Northern Pacific firsts at 103, 103 1/2, 102 1/4, 102 1/2, 102 1/4.

State bonds continued dull. During the week Louisiana consols ex-mortgage coupon sold at 63 1/2; Alabama class A at 81 1/2@ 82; South Carolina Brown bonds, at 103 1/2@ 104; Tennessee 6s old, at 38 1/4@ 38; Tennessee 6s, new series, at 36, and North Carolina 6s special tax, second class, at 41 1/2.

Railroad and Miscellaneous Stocks.—The stock market was greatly depressed during the first three days of the week, and up to Wednesday afternoon there had been a large decline, in which all stocks participated to a greater or less extent, the declines in the Northern Pacifics being very large, viz.: Oregon Railway & Navigation, 24 1/4 per cent; Oregon & Trans-Continental, 13 1/2; Northern Pacific preferred, 7 1/4. After these St. Paul, 6 1/2; Lackawanna, 5 5/8; Northwestern, 4 1/2; Burlington & Quincy, 4; Central Pacific, 4 1/2; Western Union, 2 1/2; Missouri Pacific, 3 1/4; Texas & Pacific, 2 1/2; Lake Shore, 3 1/4; with smaller declines on others. From Wednesday evening, however, there was a continued upward re-action, in which many stocks recovered the greater part of their declines, leaving the net fall for the week as follows, viz.: Oregon Railway & Navigation, 14 1/2; Oregon & Trans-Continental, 9 1/2; Lackawanna, 4 5/8; St. Paul, 3 3/4; Western Union, 3 1/2; Northern Pacific, 3 1/2; preferred, 2; Lake Shore, 2 1/2; Central Pacific, 2 1/2; Missouri Pacific, 2 1/2; Burlington & Quincy, 1 1/2; Texas & Pacific, 1 1/2. On most other stocks the net decline for the week is less than 1 per cent.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING OCT. 19, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range Since Jan. 1, 1883.		For Full Year 1882.
	Saturday, Oct. 13.	Monday, Oct. 15.	Tuesday, Oct. 16.	Wednesday, Oct. 17.	Thursday, Oct. 18.	Friday, Oct. 19.		Lowest.	Highest.	
RAILROADS.										
Atchison, Topeka & Santa Fe.	55 ¹ / ₂	55 ¹ / ₂	55 ¹ / ₂	55 ¹ / ₂	55 ¹ / ₂	55 ¹ / ₂	450	78 ¹ / ₂ Feb. 17	84 ¹ / ₂ June 14	84 95 ¹ / ₂
Boston & N. Y. Air-L., pref.	54 ¹ / ₂	54 ¹ / ₂	54 ¹ / ₂	54 ¹ / ₂	54 ¹ / ₂	54 ¹ / ₂	78 Mar. 28	84 ¹ / ₂ May 3	60 80 ¹ / ₂	
Burlington Ced. Rapids & No.	49 ¹ / ₂	51 ¹ / ₂	50 ¹ / ₂	50 ¹ / ₂	49 ¹ / ₂	49 ¹ / ₂	49 Oct. 17	63 ¹ / ₂ May 3	67 85 ¹ / ₂	
Canadian Pacific	55 ¹ / ₂	56 ¹ / ₂	56 ¹ / ₂	56 ¹ / ₂	56 ¹ / ₂	56 ¹ / ₂	33,060	49 Oct. 17	63 ¹ / ₂ May 3	44 73
Canada Southern	49 ¹ / ₂	50 ¹ / ₂	50 ¹ / ₂	50 ¹ / ₂	50 ¹ / ₂	50 ¹ / ₂	45,625	47 ¹ / ₂ Oct. 17	71 ¹ / ₂ Jan. 19	63 ¹ / ₂ 97 ¹ / ₂
Central of New Jersey	65 ¹ / ₂	66 ¹ / ₂	65 ¹ / ₂	65^{1}/_{2}	65^{1}/_{2}	65^{1}/_{2}	55,510	68 ¹ / ₂ Jan. 8	90 Oct. 18	55 ¹ / ₂ 97 ¹ / ₂
Central Pacific	15 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	46,255	69 ¹ / ₂ Oct. 16	88 ¹ / ₂ Jan. 20	52 ¹ / ₂ 97 ¹ / ₂
Chesapeake & Ohio	25 ¹ / ₂	27 ¹ / ₂	25 ¹ / ₂	25 ¹ / ₂	23 ¹ / ₂	23 ¹ / ₂	515	13 Oct. 17	23 ¹ / ₂ Jan. 20	19 ¹ / ₂ 27
Do 1 st pref.	17 ¹ / ₂	17 ¹ / ₂	16 ¹ / ₂	17 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	700	23 Aug. 14	33 ¹ / ₂ Jan. 19	74 ¹ / ₂ 91 ¹ / ₂
Do 2 nd pref.	17 ¹ / ₂	18 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	700	14 ¹ / ₂ Oct. 18	27 ¹ / ₂ Jan. 22	59 89
Chicago & Alton	131 ¹ / ₂	132 ¹ / ₂	132 ¹ / ₂	131 ¹ / ₂	131 ¹ / ₂	131 ¹ / ₂	530	128 Aug. 15	137 ¹ / ₂ Jan. 23	127 ¹ / ₂ 145
Chicago Burlington & Quincy	123 ¹ / ₂	124 ¹ / ₂	124 ¹ / ₂	121 ¹ / ₂	121 ¹ / ₂	121 ¹ / ₂	19,004	115 ¹ / ₂ Feb. 29	129 ¹ / ₂ April 18	120 ¹ / ₂ 141
Chicago Milwaukee & St. Paul	117 ¹ / ₂	118 ¹ / ₂	117 ¹ / ₂	117^{1}/_{2}	117^{1}/_{2}	117^{1}/_{2}	263,615	92 ¹ / ₂ Oct. 17	108 ¹ / ₂ Jan. 20	96 ¹ / ₂ 128 ¹ / ₂
Chicago Northwestern	117 ¹ / ₂	118 ¹ / ₂	117 ¹ / ₂	117^{1}/_{2}	117^{1}/_{2}	117^{1}/_{2}	5,020	115 Oct. 17	122 ¹ / ₂ Sept. 7	114 ¹ / ₂ 144 ¹ / ₂
Chicago Rock Island & Pacific	119 ¹ / ₂	120 ¹ / ₂	120 ¹ / ₂	118 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	9,620	149 ¹ / ₂ Oct. 18	149 ¹ / ₂ April 13	121 ¹ / ₂ 150 ¹ / ₂
Chicago St. Louis & Pittsburg	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	11 ¹ / ₂	11 ¹ / ₂	11 ¹ / ₂	6,500	134 Oct. 17	157 ¹ / ₂ April 13	136 175
Chicago St. Paul Minn. & Om.	39 ¹ / ₂	40 ¹ / ₂	38 ¹ / ₂	34 ¹ / ₂	30 ¹ / ₂	30 ¹ / ₂	2,625	91 Oct. 17	113 ¹ / ₂ Jan. 5	65 140 ¹ / ₂
Cleveland Col. Cinn. & Ind.	55 ¹ / ₂	55 ¹ / ₂	55 ¹ / ₂	55 ¹ / ₂	55 ¹ / ₂	55 ¹ / ₂	2,000	14 Oct. 17	57 ¹ / ₂ May 16	53 ¹ / ₂ 93 ¹ / ₂
Cleveland & Pittsburgh, guar.	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	300	2 Oct. 17	57 ¹ / ₂ May 16	53 ¹ / ₂ 93 ¹ / ₂
Columbus Chic. & Ind. Cent.	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	601,889	21 ¹ / ₂ Aug. 4	51 ¹ / ₂ May 16	118 ¹ / ₂ 140 ¹ / ₂
Delaware Lackawanna & West.	22 ¹ / ₂	23 ¹ / ₂	23 ¹ / ₂	23 ¹ / ₂	23 ¹ / ₂	23 ¹ / ₂	5,200	19 Oct. 17	31 ¹ / ₂ June 1	51 ¹ / ₂ 92 ¹ / ₂
Denver & Rio Grande.	6 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂	7,434	4 ¹ / ₂ Oct. 17	11 ¹ / ₂ April 13	8 74 ¹ / ₂
East Tennessee Va. & Ga.	12 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	12 ¹ / ₂	11 ¹ / ₂	11 ¹ / ₂	2,610	11 ¹ / ₂ Oct. 17	23 April 13	10 38
Do 1 st pref.	5 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂	700	45 Aug. 28	75 Jan. 29	65 86 ¹ / ₂
Evansville & Terre Haute	136 ¹ / ₂	136 ¹ / ₂	135 ¹ / ₂	135^{1}/_{2}	135^{1}/_{2}	135^{1}/_{2}	300	10 Aug. 28	200 Jan. 29	196 208
Green Bay Winona & St. Paul	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	3,015	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Hannibal & St. Joseph	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Harlem	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	190 Aug. 28	200 Jan. 29	196 208
Houston & Texas Central	126 ¹ / ₂	127 ¹ / ₂	127 ¹ / ₂	126 ¹ / ₂	126 ¹ / ₂	126 ¹ / ₂	3,015	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Illinois Central	126 ¹ / ₂	127 ¹ / ₂	127 ¹ / ₂	126 ¹ / ₂	126 ¹ / ₂	126 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Indiana Bloom'n & Western	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	117 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Iowa City & Western	15 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	15 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Lake Shore	98 ¹ / ₂	99 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂	94 ¹ / ₂	94 ¹ / ₂	9,620	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Long Island	64 ¹ / ₂	64 ¹ / ₂	64 ¹ / ₂	64 ¹ / ₂	64 ¹ / ₂	64 ¹ / ₂	5,600	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Louisiana & Missouri River	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Louisville & Nashville	47 ¹ / ₂	47 ¹ / ₂	47 ¹ / ₂	47 ¹ / ₂	47 ¹ / ₂	47 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Louisville New Albany & Chic	35 ¹ / ₂	35 ¹ / ₂	35 ¹ / ₂	35 ¹ / ₂	35 ¹ / ₂	35 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Manhattan Elevated	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Manhattan Beach Co.	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Memphis & Charleston	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Metropolitan Elevated	40 ¹ / ₂	41 ¹ / ₂	40 ¹ / ₂	40 ¹ / ₂	39 ¹ / ₂	39 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Michigan Central	78 ¹ / ₂	79 ¹ / ₂	78 ¹ / ₂	78^{1}/_{2}	78^{1}/_{2}	78^{1}/_{2}	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Milwaukee L. St. & Western	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Minnesota & St. Louis, pref.	37 ¹ / ₂	37 ¹ / ₂	38 ¹ / ₂	38 ¹ / ₂	37 ¹ / ₂	37 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Missouri Kansas & Texas	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Missouri Pacific	13 ¹ / ₂	14 ¹ / ₂	14 ¹ / ₂	14 ¹ / ₂	14 ¹ / ₂	14 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
New York Elevated	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
New York Lack & Western	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
New York Lake Erie & West.	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	20 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
New York New Haven & Hart.	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	17 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
New York Ontario & Western	21 ¹ / ₂	22 ¹ / ₂	22 ¹ / ₂	21 ¹ / ₂	21 ¹ / ₂	21 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
New York Susq. & Western	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Norfolk & Western, pref.	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	13 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Pacific Mail	28 ¹ / ₂	29 ¹ / ₂	28 ¹ / ₂	28^{1}/_{2}	28^{1}/_{2}	28^{1}/_{2}	1,244	124 Aug. 14	148 June 14	127 ¹ / ₂ 150 ¹ / ₂
Pittsburgh Ft. Wayne & Chic.	50 ¹ / ₂	50 ¹ / ₂	49 ¹ / ₂	49 ¹ / ₂	48 ¹ / ₂	48 ¹ / ₂	1,244	124 Aug. 14	148 June 14	127

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.
 STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—			Louisiana—Continued— Ex-matured coupon	63 1/4		N. Carolina—Continued— No Carolina RR., J.&J.	160		South Carolina— 8s, Act Mar. 23, 1869	3	6
Class A, 3 to 5, 1906..	81 1/8	82 1/2	Michigan—	Do A.O.	160	non-fundable, 1888	1		Brown consol's 6s, 1893	104	105
Class A, 3 to 5, small..	83		7s, 1890..	Do 7 comp's off, J.&J.	135	Tennessee—6s, old, 1892-9	12		1892-8-1900	35	38
Class B, 5s, 1906..	98	99 1/2	Missouri—	Do 7 comp's off, A.O.	135	1893-1894	12		1893-1894	35	38
Class C, 5s, 1906..	81		7s, due 1886	Funding act, 1893-95	12	1893-1894	12		1893-1894	35	38
6s, 1906..	105		6s, due 1887	Do 1863-1893	10	1893-1894	12		1893-1894	35	38
Arkansas— 6s, funded 1899-1900..	10		6s, due 1888..	New bonds, J.&J., 92 3/4	16	1893-1894	12		1893-1894	35	38
7s, L. Rock & Ft. S. iss..	20	40	6s, due 1889 or 1890..	Chatham RR.	3	1893-1894	6		1893-1894	36	38
7s, Memph. & L. Rock RR.	20		Asyl'm or Univ. due '92	Special tax, class 1, 98 3/4	6	1893-1894	6		1893-1894	36	38
7s, L. & R. & B. & O. RR.	13		Funding 1894-95	Do class 2	6	1893-1894	6		1893-1894	36	38
7s, Miss. & St. L. RR.	13		Handful & St. Jo., '86	Do to W. N. C. R.R.	4	1893-1894	6		1893-1894	36	38
7s, Arkansas Cent. RR.	13		Do do '87	Do Wm. & Tar R.	4	1893-1894	6		1893-1894	36	38
Connecticut—6s, 1883-4..	101		New York—	Do Will.C.B.R.R.	4	1893-1894	6		1893-1894	36	38
Georgia—6s, 1892..	102		6s, gold, reg., 1887..	Do small.	6	1893-1894	6		1893-1894	36	38
7s, new, 1886..	104		6s, gold, corp., 1887..	Do registered.	6	1893-1894	6		1893-1894	36	38
7s, endorsed, 1886..	104		6s, loan, 1891..								
7s, gold, 1890..	116		6s, loan, 1892..								
Louisiana— 7s, consol., 1914..	71 1/4	71 1/4	6s, loan, 1893..								
7s, small..	30		6s, old, A. & O..								

RAILROAD BONDS.

Railroad Bonds. (Stock Exchange Prices.)			Del. & Hud. Canal—			Mich. Cent.—Continued—			Pitts. B.C.B.—1st, 6s, 1911		
Ala. Central—1st, 6s, 1918			1st, 7s, 1884..	102 1/2	102 1/2	Coupon, 5s, 1931..	99	99 1/2	Con. 1st, & Og., 1st, 7s, 1911		95
Alleg'y Cen.—1st, 6s, 1922			7s, 1891..	115	116	Registered, 5s, 1931..	100	100	Con. 1st, & Og., 1st, 7s, 1911	64	64 1/2
Atch. T. & S. Fe.—4 1/2, 1920			1st, ext., 7s, 1891..	114		Jack. Land & Sag.—s. 91	92 1/2	92 1/2	Roch. & Pitts.—1st, 6s, 1921		64
Sinking fund, 6s, 1910..	96		Coup., 7s, 1894..	114		Mil. & No.—1st, 6s, 1910..	101 1/2	101 1/2	Rich. & Al.—1st, 7s, 1920	65	66
Att. & Pac.—1st, 6s, 1910..	111 1/2	112 1/2	1st, Pa. Div., ep., 7s, 1917	125		Mil. & S.W.—1st, 6s, 1921..	123	123	Rich. & Danv.—Cons., g.s. 68	95	96
Balt. & Md.—1st, 6s, Pk. Br.			1st, 7s, 1885..	112		Minn. Ind.—1st, 7s, 1927..	117	118	Debenture 6s, 1927..	57	
Bost. Hartf. & E.—1st, 7s..	19		1st, cons., grar., 7s, 1906..	121	122	Iowa Ext.—1st, 7s, 1909..	117	118	Atl. & Ch.—1st, p., 7s, 197..		
Guaranteed..	18		1st, cons., grar., 7s, 1906..	121	122	St. Louis Val.—1st, 7s, 1910..	111 1/2	112	Incomes, 1900..		
Bur. C. Cap. & No.—1st, 5s..	101 1/2		1st, cons., 6s, 1906..	134		St. Paul Val.—1st, 7s, 1910..	99 1/2	100	Set. C. Val.—1st, cons., 7s..		
Minn. & St. L.—1st, 7s, g.s.	124		1st, reg., 1921..	125		Pax. Ext.—1st, 6s, 1921..	78	80	St. L. & Iron Mt.—1st, 7s..		
C. R. Iap. & N.—1st, 6s..			Erie.—1st, 7s, 1891..	108	109	Mo. K. & T.—Gen., 6s, 1920..	109		St. L. & Iron Mt.—1st, 7s..		
Ind. & M.—1st, 6s, 1911..	91		Erie & Pk.—1st, 7s, 1891..	82	83	N.Y. & H. & C.—1st, 7s, 190..	51	51 1/2	Arkansas Br.—1st, 7s..	107 1/2	108 1/2
But. N.Y. & Phil.—1st, 6s..	97 1/2	99	Erie & Pk.—1st, 7s, 1891..	67	69	Mo. & W. & Ohio—New 6s..	102	105	Cairo & Fulton—1st, 7s..	106 1/2	107 1/2
Can. So.—1st, int. g.s. 5s..	95	95 1/2	Erie & Pk.—1st, 7s, 1891..	91	92	Collar & Johnson—6s, 1931..	69		Cairo Ark.—1st, 7s..	106 1/2	107 1/2
2d, 5s, 1913..	85		Erie & Pk.—1st, 7s, 1891..	92	93	Morgan & La. & T.—1st, 6s..	117 1/2	118	Gen. r'y & l. gr., 5s, 1931..	69 1/2	70 1/2
Central Iowa—1st, 7s..	99		Erie & Pk.—1st, 7s, 1891..	93	94	Nash. Chat. & St.L.—1st, 7s..	117 1/2	118	St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
East. Div.—1st, 6s, 1912..	76	79	Erie & Pk.—1st, 7s, 1891..	71	73	N.Y. Central—6s, 1887..	106		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
Char. & O.—1st, 7s, m.y.t..	113	116	Erie & Pk.—1st, 7s, 1891..	93		Debt. cert., extd., 5s..	105 1/2	106	St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
Ches. & Ohio—Pur. m.y.t..	105 1/2		Erie & Pk.—1st, 7s, 1891..	94		N.Y. & C. & H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
6s, gold, series A, 1908..	94		Erie & Pk.—1st, 7s, 1891..	95		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
6s, gold, series B, 1908..	46	47 1/2	Erie & Pk.—1st, 7s, 1891..	96		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
6s, currency, 1918..	91		Erie & Pk.—1st, 7s, 1891..	97		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
Mortgage 6s, 1911..	100	104	Erie & Pk.—1st, 7s, 1891..	98		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
Chicago & Alton—1st, 7s..	125		Erie & Pk.—1st, 7s, 1891..	99		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
Sinking fund, 6s, 1903..	110 1/2	117	Erie & Pk.—1st, 7s, 1891..	100		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
La. & M. Ry.—1st, 7s..	108		Erie & Pk.—1st, 7s, 1891..	101		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
St. L. Jack & Cite.—1st..	115 1/2		Erie & Pk.—1st, 7s, 1891..	102		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	120		Erie & Pk.—1st, 7s, 1891..	103		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	104		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	105		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	106		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	107		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	108		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	109		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	110		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	111		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	112		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	113		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	114		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	115		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	116		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	117		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	118		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	119		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	120		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	121		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	122		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	123		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	124		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	125		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	126		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	127		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	128		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2
2d, 6s, 1909..	24 (30)	7s, 1898..	Erie & Pk.—1st, 7s, 1891..	129		N.Y. & W.H.—1st, 7s, 190..	109		St. L. & W. & H.—1st, 7s..	114 1/2	115 1/2

New York Local Securities.

Bank Stock List.			Insurance Stock List. [Prices by E. S. Bailey, 7 Pine St.]				
COMPANIES.		PRICE.	COMPANIES.		PRICE.		
Marked thus (*) are not National.	Par.	Bid. Ask.	Par.	Par.	Bid. Ask.		
America*	100	154	158	American	50	140	150
Amer. Exchange	100	128	131	Amer. Exchange	100	105	111
Broadway	25	250		Bowery	25	152	160
Butchers' & Drov's	25	140		Broadway	25	165	175
Cen. Bank	100	122		Brooklyn	17	160	167
Chase	100	15		Citizens'	20	140	150
Chathama	23	140		Clinton	70	115	125
Chemical	100	2010		Commercial	100	135	140
Citizens'	23	120		Continental	50	60	65
City	100	260		Eagle	100	235	245
Commerce	100	155		Empire City	40	227	240
Continental	100			Exchange	100	70	80
Cox Exchange	100	167		Farragut	50	113	120
East India	25	120		Firemen's	17	80	83
Eleventh Ward	25			Firemen's Trust	50	60	75
Fifth	100			Franklin & Emp.	100	135	140
Fifth Avenue*	100	375		German-American	100	193	203
First	100	800		Germany	50	135	143
Fourth	100			Globe	50	110	115
Fifth Ave.	30	125		Greenwich	25	260	260
Gallatin	50	160		Guardian	100	60	65
Garfield	100	180		Hartford	15	110	115
German American*	75	100		Hanover	100	130	135
German Exchange*	100			Hoffman	50	75	82
Germany*	100	138		Home	100	137	143
Greenwich*	25			Howard	50	57	65
Hanover	100			Importers' & Trad's	50	90	95
Hart & Trads*	100	250	270	Irving	100	65	70
Irving	50	140		Jackson	30	125	130
Leather Manuf's	100			King's Cnty (Bkln.)	20	195	200
Manhattan	50	150	154	Knickerbocker	40	80	90
Marine	100	160		Lamont	90	65	70
Market	100			Long Is'l'd (B'klyn)	50	103	112
Mechanics'	25	149		Lorillard	25	55	65
Mechanics' & Trads	25			Manufac. & Build	100	110	113
Mercantile	100	118		Mech. & Traders'	25	105	115
Mercantile	100	127		Mechanics (B'klyn)	50	125	135
Merchants' Exch	50			Mercantile	60	60	64
Metropolis*	100			Merchants'	50	95	100
Metropolitan	100	155		Montauk (Bklyn.)	50	105	108
Murray Hill*	100			Nassau (Bklyn.)	50	140	147
Nassau	100	120	140	National	37½	85	90
New York	100			N. Y. Equitable	35	145	160
New York City	100			N. Y. Fire	100	75	80
N. Y. N. Exch.	100	124		N. Y. N. Boston	100	5	10
Ninth	100			New York City	50	130	140
North America	100	120	121	Niagara	50	130	140
North America*	70			North River	25	103	108
North River	30			Pacific	25	160	170
Oriental*	25	140		Park	100	108	112
Pacific*	50	165		Peter Cooper	20	150	160
Pan Am.	100	163	170	People's	50	108	115
People's	25	145		Phenix	50	187	140
Phenix	29	101	102	Roosevelt	50	60	65
Produce*	50		128½	Republic	80	84	85
Republic	100			Rutherford	25	115	119
St. Nicholas*	100			Standard	50	100	105
Seventh Ward	100	112		Star	100	55	65
Second	100			Sterling	100	50	60
South Leather	100	130		Stevensons	25	122	128
State of New York	100	125	140	Ten Eyck's	25	65	70
Third	100			United States	25	127	132
Tradesmen's	40	104		Westchester	100	120	126
Union	50	160		Williamsburg City	50	200	220
United States	100						
Wall Street	50		103				
West side	100						

Quotations in Boston, Philadelphia and Baltimore

in contrast, flights.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below.

Roads.	Latest Earnings Reported.		Jan. 1 to Latest Date.		Banks.	Capital.	Average amount of—					
	Week or Mo.	1883.	1882.	1883.	1882.		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.	
Ala. Gt. Southern	September	95,093	77,793	732,916	575,173	New York.....	2,000,000	9,103,000	1,555,600	510,000	\$10,000,000	450,000
Atch. Top. & S. Fe	August....	1,263,900	1,251,662	9,105,929	9,206,014	Manhattan Co.....	2,000,000	7,547,000	634,000	508,000	5,545,000	300,000
Buff. N. Y. & P. Fe	August....	265,000	232,763	1,055,929	1,206,014	Mechanics'.....	2,000,000	8,075,000	751,000	485,000	6,033,000	100,000
Bur. Ed. R. & No. 1	1st wk Oct.	59,321	64,707	2,029,045	2,040,743	Union.....	1,200,000	2,040,000	91,600	244,000	3,616,400	100,000
Canad.'n Pacific	2d wk Oct.	127,000	70,000	4,698,462	1,852,566	America.....	8,000,000	18,181,000	1,500,000	516,800	7,309,800	1,100
Central of Ga.	July.....	171,800	165,914	1,591,394	1,458,449	Phoenix.....	1,000,000	3,000,000	615,000	100,000	1,000,000	250,000
Central Iowa.....	September	115,651	112,824	914,781	848,112	City.....	1,000,000	7,313,100	1,236,300	608,000	6,716,100	100,000
Central Pacific	September	231,000	2,495,443	15,174,341	19,078,631	Tradesmen's.....	1,000,000	3,150,600	475,600	88,900	2,139,000	79,100
Chesap. & Ohio	September	355,797	332,219	2,869,610	2,429,579	Fulton.....	600,000	1,632,900	333,000	116,700	1,374,900	100,000
Chicago & Alton	1st wk Oct.	216,132	218,981	5,617,339	6,124,821	Chemical.....	300,000	13,485,300	4,624,000	463,000	14,987,200	100,000
Chic. Bur. & Q.	August....	2,495,124	2,06,858	15,725,032	12,867,479	Gallatin Natl.	1,000,000	32,454,500	55,100	382,100	2,075,500	281,700
Chic. & East. Ill.	1st wk Oct.	28,723	41,080	1,256,872	1,317,796	Butchers' & Dr.	1,000,000	4,000,000	400,000	130,000	2,335,000	77,500
Chic. & Gr. Trunk	Wk Oct. 6	68,910	51,269	2,183,234	1,592,503	Mechanics' & Tr.	200,000	2,743,700	400,000	91,500	1,355,500	242,000
Chic. Mil. & St. P.	2d wk Oct.	567,000	155,944	17,697,000	15,122,806	Greenwich.....	200,000	1,009,000	8,000	1,045,000	1,000,000	100,000
Chic. & Northw.	2d wk Oct.	592,300	533,400	19,221,000	18,559,261	Leather Man's Tr.	800,000	9,342,100	305,100	334,400	2,697,300	523,700
Ch. St. P. Min. & O.	2d wk Oct.	140,800	108,700	4,086,621	3,758,94	Seventh Ward.....	30,000	1,250,000	25,300	111,300	1,293,000	15,900
Chic. & W. Mich.	3d wk Sept.	32,901	28,829	1,117,229	1,044,591	State of N. Y.	1,000,000	1,000,000	90,000	180,700	1,047,300	100,000
Chi. Ind. St. L. & C.	3 wk Sept.	175,752	190,723	1,772,720	1,837,872	American Exch.	5,000,000	12,930,000	1,239,000	1,190,000	12,930,000	100,000
Cincinnati South.	September	240,326	243,241	1,865,891	1,875,700	Commerce.....	5,000,000	18,351,100	4,540,100	1,800,000	15,674,700	990,000
Cin. Wash. & Balt.	2d wk Oct.	38,381	35,963	1,467,171	1,355,616	Broadway.....	1,000,000	4,421,300	70,700	369,900	4,421,300	930,000
Clev. Akron & Col.	1st wk Oct.	11,063	12,271	410,865	379,880	Mercantile.....	1,000,000	6,271,800	1,134,800	588,700	6,723,900	290,000
Clev. Col. & Ind.	August....	423,777	436,318	2,645,300	2,710,091	Pacific.....	422,700	21,719,000	383,000	210,100	1,258,800	100,000
Connotton Val.	August....	40,498	29,128	.....	.....	Republic.....	1,500,000	4,470,000	3,700,000	376,000	5,031,100	180,000
Danbury & Nor.	July.....	22,648	19,974	120,450	116,244	Ottoman.....	450,000	4,753,000	90,000	9,000	4,753,000	100,000
Denv. & Rio Gr.	2d wk Oct.	149,650	131,200	5,095,250	5,051,399	People's.....	200,000	1,615,000	151,100	127,100	1,375,800	5,400
Denv. & R. G. W.	2d wk Oct.	25,000	.....	635,700	.....	North America.....	700,000	4,355,200	304,500	300,000	3,558,400	100,000
Des Mo. & Ft. D.	1st wk Oct.	7,470	6,868	246,001	262,029	Hanover.....	1,000,000	9,458,800	9,458,800	1,000,000	1,000,000	90,000
Det. Lan. & No. 1	1st wk Oct.	33,247	33,367	1,202,200	1,207,339	Metropolitan.....	8,000,000	18,351,100	4,540,100	1,821,500	15,674,700	990,000
Dub. & Sioux C.	1st wk Oct.	28,009	27,480	80,178	82,834	Broadway.....	1,000,000	4,421,300	70,700	369,900	4,421,300	930,000
Eastern.....	3 wk Sept.	244,327	242,757	2,645,003	2,474,245	Mercantile.....	1,000,000	6,271,800	1,134,800	588,700	6,723,900	290,000
E. Tenn. Va. & Ga.	1st wk Oct.	96,306	78,210	2,992,029	2,341,273	Pacific.....	422,700	21,719,000	383,000	210,100	1,258,800	100,000
Eliz. Lex. & W. S.	September	76,883	57,352	532,777	362,753	Republic.....	1,500,000	4,470,000	3,700,000	376,000	5,031,100	180,000
Evansv. & T. H.	3d wk Sept.	17,308	21,435	529,437	639,100	People's.....	200,000	1,615,000	151,100	127,100	1,375,800	5,400
Flint & P. Marq.	1st wk Oct.	51,966	45,536	1,903,720	1,599,809	North America.....	700,000	4,355,200	304,500	300,000	3,558,400	100,000
Flor. Cent. & W.	1st wk Oct.	11,069	9,250	311,165	301,833	Continental.....	1,000,000	9,458,800	9,458,800	1,000,000	1,000,000	90,000
Flor. Tr. & Pen.	1st wk Oct.	10,030	8,066	361,492	300,481	Metropolitan.....	500,000	3,058,000	250,100	133,200	2,967,000	97,000
Fr. W. & Denver.	2d wk Oct.	10,900	7,500	.....	.....	Commerce.....	8,000,000	18,351,100	4,540,100	1,821,500	15,674,700	990,000
Grinnell & Western	Wk Oct. 6	387,524	362,905	13,365,571	12,431,830	Bank Park.....	2,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Gulf Bay. & St. L.	1st wk Oct.	6,281	8,103	291,457	280,468	Wall St. Nat.	500,000	1,847,900	263,000	151,700	1,831,700	.....
Gulf Col. & San Fe.	September	228,292	191,653	1,425,156	915,363	North River.....	2,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Hannibal & St. L.	2d wk Oct.	59,300	57,400	1,785,579	1,759,211	Gen. Hosp.	2,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Hous. E. & W. Tex.	September	28,368	31,842	2,285,903	2,04,056	Fourth Natl.	3,200,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Illinoian (Ill.)	1st wk Oct.	159,242	155,193	5,061,109	5,785,095	Second Nation'l.	2,500,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Do. Do.	1st wk Oct.	47,383	43,502	1,475,605	1,515,159	Ninth National.....	75,000	3,591,000	53,100	57,100	1,049,000	304,900
Ind. Bloom. & W.	1st wk Oct.	105,241	105,150	2,881,402	2,107,281	First Natl.	1,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
K. C. F. S. & Gulf.	1st wk Oct.	66,142	62,111	2,284,604	1,969,871	Second National.....	1,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Kentucky Cent.	1st wk Oct.	49,176	32,823	3,215,110	1,168,521	Third Natl.	3,200,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
K. C. Law. & Co.	August....	189,906	154,906	1,041,650	758,095	Fourth Natl.	3,200,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
L. Erie & West'n.	2d wk Oct.	33,326	27,391	3,573,271	3,219,398	First Ateneum.....	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
L. R. R. M. Riv. & T.	September	24,574	43,401	3,573,271	3,219,398	Second Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Long Island.	2d wk Oct.	26,906	24,938	256,251	180,337	Third Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
La. & Mo. River.	July.....	52,109	43,309	533,400	252,930	Fourth Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Louis. & Nash.	2d wk Oct.	32,870	32,870	270,107	236,236	First Ateneum.....	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Mar. Hough. & O.	Sept. imber	130,319	151,000	697,842	964,814	Second Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Memp. & Charl.	1st wk Oct.	31,361	23,416	964,817	749,390	Third Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Mexican Cent.	3d wk Sept.	7,903	.....	212,928	199,028	Fourth Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Mex. Nat'l.	4th wk Ang.	17,356	15,585	495,125	685,371	First Ateneum.....	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
R. I. & W. & St. L.	August....	125,063	125,063	1,017,463	930,659	Second Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
N. Y. & N. Eng'd.	August....	37,223	31,195	827,573	827,509	Third Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
N. Y. Susq. & W.	August....	103,637	70,739	653,321	417,419	Fourth Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Norfolk & West.	1st wk Oct.	63,874	53,483	2,027,375	1,724,909	First Ateneum.....	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Shenandoah V.	11 d. Oct.	32,823	20,963	651,885	516,855	Second Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Northern Cent.	August....	4,775,380	4,671,179	32,258,093	31,471,176	Third Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Peo. Dec. & Eve.	1st wk Oct.	13,785	13,326	512,267	599,823	Fourth Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Philadelph. & Erie.	August....	3,538,033	1,975,993	17,482,987	15,353,918	First Ateneum.....	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Richmond & Danv.	September	136,292	134,501	2,716,974	2,556,296	Second Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Columb. & Gr.	September	170,867	168,148	570,217	490,053	Third Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
Va. Midland.	September	164,849	163,173	51,945	478,701	Fourth Natl.	3,000,000	17,805,700	3,841,600	1,191,300	21,491,500	45,000
West No. Car.	September	166,241	171,172	268,115	173,613	First Ateneum.....	3,000,000	17,805,700	3			

Investments AND RAILROAD INTELLIGENCE.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

RICHMOND & DANVILLE DEBENTURES.—Since the comments made upon these bonds in the CHRONICLE of Oct. 6, several communications upon the subject have been received. Holders of the debenture bonds naturally feel much aggrieved that after interest had been paid regularly since the bonds were issued, it should be suspended at a time when the earnings of the road make a particularly good exhibit, as they do for the year ending Sept. 30, 1883. In the celebrated Western Union Telegraph suit, just lately decided in the New York Court of Appeals, Judge Earle, in delivering the opinion of the Court, used the following language: "If, however, a dividend be made payable in cash, or payable generally, the corporation becomes a debtor, and must discharge such debt as it is bound to discharge all its other debts, in lawful currency." This may or may not be pertinent to the subject in hand, but if it is intended to say that a corporation having once declared a dividend cannot revoke its action, but becomes thereby responsible for the payment of such dividend to its stockholders, the decision would certainly cover an important point.

In regard to the income account of the R. & D. Company for the two years ending Sept. 30, 1883, a party thoroughly conversant with the affairs of the company claims that there was a surplus equitably belonging to the debenture bondholders. This claim is made on the ground that the company received income bonds for the betterments made on the Atlanta & Charlotte Railroad to the amount of \$467,000, which go into its assets in the balance sheet. There were also other large credit items, and to show all the particulars of receipts and disbursements in the two years, the following statement is compiled:

GENERAL STATEMENT OF RICHMOND & DANVILLE RR. FOR YEARS 1882 AND 1883.

DR.

Expenses for 1882, as per report	\$2,353,628
Expenses for nine months 1883, per statement July 27	1,626,805
Sundry accounts 1882	74,518
Improvements for 1882, as per report	54,126
" 1882 Atlanta & Charlotte RR	292,756
" 1883 Atlanta & Charlotte RR	145,662
Interest and rentals 1882, per report	1,317,925
" " 9 months 1883, per statement July 27	1,124,100
" " 3 months estimated	374,800
Dividends paid 1882	380,000
Two years' interest on \$4,000,000 6 per cent. mortgage income bonds, one-half year unpaid	480,000
Surplus over and above all charges	427,842
	\$9,337,205

CR.

Gross earnings 1882, per report	\$3,651,073
" " 9 months 1883, per statement July 27	2,871,941
Net earnings July, 1883	98,274
" " August, 1883	115,210
" " September, 1883, estimated	72,739
Received from investments & premiums for 1882, per report	575,770
ment July 27	10,660
Credit sundry accounts 1882	23,300
Interest paid on income bonds prior to Sept. 30, 1882	75,873
" " per statement July 27, 1883	178,515
Income bonds received for betterments under lease Atlanta & Charlotte RR, expended 1882	307,000
Income bonds received for betterments under lease Atlanta & Charlotte RR for 9 mos. 1883, per statement July 27, 1883	160,000
Richmond & Danville RR. consol. bonds returned under above lease	220,000
Canceled State of Virginia debt	330,950
Estimated betterments on North Carolina RR. for 1882 and 1883 settled with lease	175,000
Supplies on hand	380,000
Cash Sept. 30, 1883	86,892
	\$9,337,205

RAILROADS IN OHIO.

The CHRONICLE has obtained copies of the returns made by several prominent companies to the Railroad Commissioner of Ohio, for the year ending June 30, 1883.

These reports are made upon forms supplied by the Ohio office, and are published below just as they are made, in comparison with the previous year. There is no opportunity to comment upon or explain the various items, since these reports are merely statistical, without reading matter or explanations.

Chicago St. Louis & Pittsburgh.

(For the year ending June 30, 1883.)

This company, formerly the Columbus Chicago & Indiana Central, took possession March 1, 1883. For nine months from July 1, 1882, to March 1, 1883, the returns are made by the Pittsburg Cincinnati & St. Louis Railway Co., lessee, and from March 1 to July 1, by this company.

	1882. (5 1/2 miles.)	1883. (5 1/2 miles.)
Gross earnings (C. C. & I. C.)	\$4,748,646	\$4,102,181
Do (C. St. L. & P., 3 mos.)	.....	1,226,766

Total for year	\$4,748,646	\$5,328,947
Operating expenses (C. C. & I. C.)	\$4,379,214	\$3,389,364

Do (C. St. L. & P., 3 mos.)	1,106,602
-----------------------------	-------	-----------

Total for year	\$4,379,214	\$4,495,966
----------------	-------------	-------------

Net earnings (C. C. & I. C.)	\$369,432	\$712,817
------------------------------	-----------	-----------

Do (C. St. L. & P.)	120,164
---------------------	-------	---------

Total for year	\$369,432	\$832,981
----------------	-----------	-----------

Rentals paid (C. C. & I. C.)	\$369,432	\$7,074
------------------------------	-----------	---------

Do (C. St. L. & P.)	5,306
---------------------	-------	-------

Total for year	\$369,432	\$12,380
----------------	-----------	----------

Net income (C. C. & I. C.)	\$369,432	\$114,858
----------------------------	-----------	-----------

Do (C. St. L. & P.)	163,404
---------------------	-------	---------

Total for year	\$369,432	\$820,601
----------------	-----------	-----------

Receipts other than earnings—	1883.
-------------------------------	-------	-------

Other stocks	\$48,516
--------------	-------	----------

Payments other than operating expenses—
---	-------	-------

Interest on bonds	163,404
-------------------	-------	---------

GENERAL BALANCE SHEET JULY 1, 1883.
-------------------------------------	-------	-------

Liabilities—	Assets—	Assets—
--------------	---------	---------

Capital stock	\$30,000,000	\$50,275,954
---------------	--------------	--------------

Funded debt	21,829,234	1,782,427
-------------	------------	-----------

Due for current expenditure	536,410	1,697,374
-----------------------------	---------	-----------

Due other companies	102,829	1,301,836
---------------------	---------	-----------

Miscellaneous	168,107	60,870
---------------	---------	--------

Total	\$52,636,580	48,516
-------	--------------	--------

	Total	\$52,636,580
--	-------	--------------

Liabilities—	1882.	1883.
--------------	-------	-------

Capital stock	\$10,316,500	\$10,316,500
---------------	--------------	--------------

Bonds issued	11,658,000	14,658,000
--------------	------------	------------

Bills payable	491,476	681,312
---------------	---------	---------

Due agents	17,558	38,384
------------	--------	--------

Due railroads	9,713	18,585
---------------	-------	--------

Due on other accounts	229,970	289,891
-----------------------	---------	---------

Coupons outstanding (including July int.)	88,372	22,810
---	--------	--------

Lease warrants	1,051,932	1,000,698
----------------	-----------	-----------

Dividends unpaid	8
------------------	---	-------

Contingent account	\$20,824
--------------------	----------	-------

Profit and loss	1,037,098
-----------------	-------	-----------

	\$27,684,656	\$28,063,280
--	--------------	--------------

Assets—
---------	-------	-------

Cash on hand	\$109,085	\$120,118
--------------	-----------	-----------

Construction	13,568,170	13,803,391
--------------	------------	------------

Equipment	3,079,079	3,291,970
-----------	-----------	-----------

Steam excavator	9,079
-----------------	-------	-------

Road tools	902,298	11,554
------------	---------	--------

Shop tools and machinery

BALANCE SHEET JULY 1.

Liabilities—	1882.	1883.
Capital stock.....	\$7,700,000	\$7,700,000
Funded debt.....	7,887,000	7,867,000
Interest unpaid—not due.....	83,883	83,216
Bills payable.....	48,070	92,841
Vouchers and account's.....	102,172	312,288
Other liabilities.....	80,283	138,879
Total.....	\$15,961,134	\$16,194,226

Assets—	1882.	1883.
Construction.....	\$14,715,557	\$14,715,557
Equipment.....	929,536	1,031,916
U. S. Government Post Office Department.....	5,903	5,993
United States Express Company.....	2,000	2,000
Accounts receivable.....	2,788	4,927
Due from agents and companies.....	45,713	26,887
Materials and supplies.....	129,283	27,813
Cash on hand.....	61,233	31,623
Debit balance.....	69,233	311,473
Total.....	\$15,961,134	\$16,194,226

Lake Shore & Michigan Southern.

(For the year ending June 30, 1883.)

1882.	1883.
Miles of road.....	1,177-29
Gross earnings.....	\$16,969,183
Operating expenses.....	11,388,183
Net earnings.....	\$5,581,000
Rentals paid.....	308,157
Net income.....	\$5,272,843
Receipts other than earnings—	
Sale of bonds of company.....	\$1,900,000
Sale of other stocks, bds and securities.....	850,000
Increase of floating debt.....	1,870,826
Interest and dividends on assets.....	146,787
Sundry credits, profit and loss.....	24,546
Total.....	\$4,792,160
Payments other than operating expenses and rentals—	
Interest on bonds.....	\$2,665,605
Dividends on general stock.....	3,957,320
Dividends on guaranteed stock.....	53,350
Floating debt liquidated.....	250,000
Applied to sinking fund.....	832,378
Construction of new work.....	1,791,000
Additional equipment.....	67,621
Additional real estate.....	113
New equipment charged profit and loss.....	674,949
Sundry debts, profit and loss.....	45,193
On account new general office.....	142,039
Interest in N. Y. C. & St. L. Railway.....	.....
Increase of investment in other companies.....	.....
Total.....	\$10,479,457

1882.	1883.
Liabilities—	
Capital stock.....	\$50,000,000
Funded debt—L. S. & M. S.	36,915,000
do. Det. Monroe & Toledo	924,000
do. White Pigeon & Kalamazoo	600,000
Floating debt.....	1,870,826
June liabilities.....	1,733,921
Dividends paid Aug. 1.....	1,016,005
Income, or profit and loss account.....	3,774,671
Total.....	\$96,834,424
Assets—	
Construction L. S. & M. S. R'way.....	\$66,500,000
Equipment.....	16,169,000
Detroit Monroe & Toledo RR.....	1,381,600
Kal. & White Pigeon RR.....	610,000
Northern Central Mich. RR.....	1,357,000
Int. in Jamestown & Franklin RR.....	2,112,169
Int. in Chi. & Can. Southern RR.....	660,000
Int. in N. Y. C. & St. L. RR.....	.....
Stock in other companies.....	1,615,968
Bonds in other companies.....	1,143,518
Pacific Hotel Co., Chicago.....	428,212
Gen. office prop'y and other real estate.....	365,635
Supplies—rails, fuel, &c.....	1,166,890
Equip't const'n in 1882 to be chg'd off to proper acc't at end of fiscal year.....	1,659,763
Valley RR. Co. Cleveland advances.....	277,828
Cash, cash items & earn's in course of coll'n.....	2,463,507
Total.....	\$96,834,424

N. Y. Pennsylvania & Ohio.

(For the year ending June 30, 1883.)

1882.	1883.
Gross earnings.....	\$5,160,122
Operating expenses.....	4,051,201
Net earnings.....	\$1,108,920
Rentals.....	760,486
Net income.....	\$618,434
Receipts other than earnings—	
Bonds issued on account of purchase.....	\$1,820,000
Sale of other stocks, bonds and securities.....	13,090
Bonds issued to pay interest not earned.....	2,576,886
Sale of real estate and other portions of property purchased.....	50,077
Assets of the receiver collected.....	1,006
General interest and exchange.....	.....
Rentals received on account.....	70,000
Totals.....	\$4,461,060
Payments other than operating expenses & rentals—	
Interest on bonds paid in cash.....	\$183,000
Interest on bonds paid in bonds.....	2,576,886
Interest on bonds paid in deferred warrants.....	.....
Premiums, commissions, &c.....	2,500
Interest on floating debt.....	5,792
Construction of new work.....	169,175
Additional equipment.....	4,068
Additional cost of property.....	1,820,000
Additional real estate.....	.....
Liabilities of receiver paid.....	6,829
Payment on account Hinrod furnace judgment.....	75,922
Total.....	\$5,141,174

Ten months.

ANNUAL REPORTS.

Ohio & Mississippi Railway.

(For the year ending June 30, 1883.)

At the recent election of directors held in Cincinnati, there was a sharp contest for control between the Baltimore & Ohio party on one side and London and New York stockholders in opposition. A compromise ticket was elected, composed of Messrs. Robert Garrett for Baltimore & Ohio, and Jas. H. Smith and Edwards Whittaker for the others. This result still leaves the Baltimore & Ohio party in control, probably for two years at least. The receiver's report of operations has the following:

"The net earnings, as shown by the books of the receiver, were:

For the year ending June 30, 1880.....\$1,280,261
For the year ending June 30, 1881.....1,118,626
For the year ending June 30, 1882.....\$44,612
For the year ending June 30, 1883.....1,121,364

"The favorable increase of earnings in the period last-named seemed to justify the directors in going forward in the execution and due record of the mortgage in all the counties of the four States in which the company's property is situate, the engraving of the bond, and the printing of about 3,000, ready for issue. All this has been done, and the first issue, as directed by the stockholders, is now ready to be made whenever the directors can be assured of a market for the bonds at a reasonably fair rate of discount.

"The present financial status of the company may be stated thus:

Mortgage bonds.....\$12,152,000

In addition there are debts due as follows:

Income and funded debt bonds due Oct. 1, 1882.....\$174,000
Old Western Division bonds past due.....97,000
Debenture bonds due May 1, 1883.....140,000
Debts secured by pledge of Springfield Division bonds.....
Other debts about.....250,000
Arrears of interest on first, second, and Springfield Division mortgage bonds, at face.....100,000
Arrears of sinking funds, exclusive of interest on 1st mort. bonds and 1st mort. sinking fund.....822,955
Arrears of sinking funds, exclusive of interest on 1st mort. bonds and 1st mort. sinking fund.....496,845—2,030,800

Total debt.....\$14,532,800

"This total represents the whole indebtedness of the company, except possible claims for interest on interest.

"It will be seen that of the foregoing, \$2,080,800 is now due. To provide for its payment and for possible claims for interest above referred to, and to procure additional rolling stock and terminal facilities now imperatively demanded by increased business, the sale of about \$3,900,000 of the bonds authorized is proposed to be made. When this shall have been effected, the annual liability for interest on funded debt will be \$1,082,700. To this must be added the annual contributions to the sinking funds, which, as made, go to the reduction of the debt, and which for the current year amount to \$78,000, making the total annual fixed charges to be \$1,110,700. The net revenue for the four years preceding June 30, 1883, amounted to \$4,364,864, or an average per year of \$1,091,216, or within less than \$20,000 of the sum required to meet the annual fixed charges after the issue of \$3,000,000 of the new five per cent bonds shall have been made." * * * "It is manifest that the figures given for the earnings of the last four years express much less than the net earnings would have been in a normal condition of management of a completed road in good repair and reasonably equipped, such as the Ohio & Mississippi road may well claim to be after the purchase of the rolling stock for which the proposed loan is in part intended. During these years the road, under the management of the present receiver and his predecessor, has been greatly improved in condition. On the main line and Louisville branch, steel rails have been substituted for iron, excepting about eight miles of the Western Division, where the changes are now being made. Valuable depot improvements have been effected and new rolling stock purchased." * * * "There was also paid and charged to working expenses in the three years ending December 31, 1882, an average annual expenditure of \$134,863 for the use, under the name of 'mileage,' of the cars of other companies, the greater part of which will be saved by the proposed addition to the company's own equipment, say to the value of \$500,000." * * *

"Since the last annual meeting, the question involved in the suit of George Henry Warren and others, who were holders of preferred stock, has been decided in the Supreme Court of the United States. As stated by the Court, 'the sole question involved was whether the preferred stockholders are entitled to have their shares of stock declared to be a lien on the property of the company next after the first mortgage.' The preferred stockholders based their claim upon the language of their certificates, which declared that such stock should be and remain a first claim upon the property of the corporation after its indebtedness, and they insisted that the indebtedness referred to was that at date of the reorganization in 1867 and which was represented only by the first mortgage. The Court held that the language of the certificates must be understood as including indebtedness afterward created, as well as that existing at the time the preferred stock was issued, and hence that such stock was not entitled to a priority over the second mortgage bonds. It is not understood that the question has been adjudicated as to whether the dividends on the preferred stock, in the absence of net earnings, are to accumulate from year to year until there are net earnings sufficient to pay them. That question is still open, and can only arise for practical action when there shall be net earnings in any year applicable

to payment of dividends beyond the dividend on the preferred stock for such year."

Central Railroad and Banking Company of Georgia.

(For the year ending August 31, 1883.)

The annual report of this company was recently submitted, and from Southern papers the following extracts are made:

Earnings.

Central RR.—	Central RR.—
Savannah Division... \$1,984,677	Savannah Division... \$1,161,673
Atlanta Division..... 573,611	Atlanta Division..... 472,793
Southwestern RR..... 1,031,350	Southwestern RR..... 687,946
Columbus & West R.Y. 176,370	Columbus & West R.Y. 115,406
Montgomery & Eufaula R'way..... 336,809	Montgomery & Eufaula R'way..... 152,998
Eufaula & Clayton R.Y. 24,116	Eufaula & Clayton R.Y. 17,911
Ocean Steamship Co. 731,414	Ocean Steamship Co. 273,467
Central RR. Bank and investments..... 119,356	Central RR. Bank..... 29,718
Total from all sources... \$1,977,807	Tot. expns's all kinds... \$2,950,115
Total net earnings.....	\$2,027,691

Disposed of as follows:

Interest on bonds.....	\$551,795
Rentals of roads.....	439,722
Interest on certificates of indebtedness.....	276,000
Sinking funds.....	115,000
Dividends.....	600,000
Total paid out on account of fixed charges and dividends... 1,982,517	

Surplus for the year..... \$15,174

"It will be seen from the above figures that our earnings from all sources have been sufficient to meet fixed charges and pay to our stockholders a dividend of 8 per cent, and yet leave a surplus of \$45,174. While this is a very small balance to be reserved from so large a business, your board, in view of the good financial condition of your company, and the excellent business it was enjoying at the time of the declaration of the last dividend, did not deem it necessary to increase the surplus at the expense of a reduction of the stockholders' income, recognizing their claims to all the net proceeds from their property that can be prudently paid, with due regard to the financial safety of the company." * * *

"So far from earning excessive profits, the contrary has been the case, for those of your roads lying within the limits of the State of Georgia, and under the jurisdiction of its railroad laws, have not been able to earn a legal interest upon their capital. The Central and Southwestern railroads, moving a much larger volume of business than the year previous, yield only about 4½ per cent upon their combined capital stock, after paying the interest upon their fixed obligations, while those obligations and the capital stock of the two companies, taken together, do not make an amount greater than would be required at the present time to reproduce the property. It is thus with the two roads traversing and reaching the best business sections of our State. Those passing through territory thinly settled or less developed, and dependent upon a lighter traffic, fall still further short of remunerating their owners." * * *

"As compared with last year, there has been an increase in gross earnings of the Central and Southwestern roads of \$176,996 and a reduction in expenses of \$70,278, making an increase in the net receipts of \$247,274 over the results of the previous year. The increase in earnings is due chiefly to the increased volume of all classes of business, consequent upon the large crop of cotton made last year in territory served by, and contributing to, the support of our lines. Notwithstanding the increased volume of business, some reduction in expenses has been effected, and, at the same time, the property has been maintained in its usual good order, with a fair average of improvements and betterments." * * *

"The business of the Ocean Steamship Company has been unusually prosperous, not only earning enough to become the chief contributor to the fund from which was paid the dividend to our stockholders, but to enable it to place to the credit of its sinking fund account \$100,000 towards the ultimate liquidation of its bonded debt." * * *

"As stated in the last report of this company steps were then being taken to organize the purchasers of the Western Railroad of Alabama into a corporate company. This was consummated in March last, and the company incorporated in accordance with the laws of Alabama, under the corporate name of 'The Western Railway of Alabama.' The capital stock has been fixed at \$3,000,000, which, when interest and all other expenses are included, no more than represents the cost of property to the purchasers. Its earnings amounted to \$491,576 and its expenses to \$258,860, which makes an increase in its net earnings over last year of \$28,479.

"The fiscal year of the lessees of the Georgia Railroad closes on the 31st day of March. The report of the lessees' board of managers, published at that date, shows the net income during the year to have been \$619,712, —\$19,712 in excess of the rental."

Mobile & Ohio Railway Co.

(For the year ending June 30, 1883.)

The annual report, just furnished to the CHRONICLE, has the following remarks: "There has been added to the sinking fund during the year \$55,500 of the first preferred debentures at a cost of \$45,314. Of this amount there was realized from the sale of lands \$40,884, and from interest dividends on debentures held on account of sinking fund \$4,430. The total amount of the sinking fund on June 30, 1883, invested in first preferred debentures is \$256,000. The debentures so acquired for account of the sinking fund are not canceled, but are transferred in trust to the Farmers' Loan & Trust Company, and

stamped 'not negotiable,' and the interest dividends thereon as collected are reinvested for account of the same fund.

"Beyond the current expenses for the month of June, which are payable on or before the 15th of the next succeeding month, the only floating indebtedness appears in bills payable, and results from the company having assumed the advance of \$100,000, incurred in the completion of the Kentucky & Tennessee Railroad (Cairo Extension), which advance is referred to in the last annual report as under the guarantee of this company." * * *

"There has been an increase in revenue over last year of 4·93 per cent, or \$106,784, and an increase in expenses of 2·42 per cent, or \$38,879, and in net revenue there has been an increase of 12·08 per cent, or \$67,904. The total number of bales of cotton moved during the year was 239,974, against 232,320 bales moved in the preceding year. The general or total tonnage over the road for the year amounted to 357,493·4 against 345,754·7 tons moved during the past year. The receipts from the sale of lands during the year have been \$29,038, and the expenses of the department were \$11,384, leaving a net balance of \$17,654.

The comparative statistics for four years, compiled for the CHRONICLE, are as follows:

	ROAD AND EQUIPMENT.	1879-80.	1880-81.	1881-82.	1882-83.
Tot. miles owned & oper..	506	506	527	527	
Locomotives.....	75	75	81	81	
Passenger, mail & exp. cars.	40	43	46	45	
Freight cars.....	1,072	1,134	1,227	1,258	
Other cars.....	68	89	80	9	

OPERATIONS AND FISCAL RESULTS.

	1879-80.	1880-81.	1881-82.	1882-83.
Passengers carried.....	238,960	259,680	303,952	300,725
Passenger mileage.....	10,468,635	11,312,655	12,409,125	13,335,825
Freight (tons) moved.....	332,552	364,430	345,754	357,493
Freight (tons) mileage.....	80,106,765	86,956,914	75,184,535	75,330,860
Earnings—	\$	\$	\$	\$
Passenger.....	398,217	416,127	401,702	427,999
Freight.....	1,772,984	1,791,503	1,617,932	1,716,339
Mail, express, &c.	113,415	170,187	141,640	126,720
Total gross earnings..	2,284,616	2,377,817	2,164,274	2,271,038
Operating expenses—				
Maintenance of way, &c.	426,966	476,307	487,936	495,354
Maintenance of equip't.	339,910	303,263	293,581	300,932
Transportation expenses.	598,189	575,816	596,238	624,799
Taxes.....	26,541	48,318	49,026	50,935
Miscellaneous.....	68,044	128,782	174,441	169,114
Total.....	1,459,650	1,562,486	1,602,145	1,641,024
Net earnings.....	824,966	815,331	562,129	630,034
Per ct. of op. ex. to earn'gs	63·89	65·71	74·03	72·26
INCOME ACCOUNT.				
	1879-80.	1880-81.	1881-82.	1882-83.
Receipts—	\$	\$	\$	\$
Net earnings.....	824,966	815,331	562,129	630,034
Disbursements—				
Interest on mort. bonds..	420,000	420,000	456,000	456,000
Interest on incomes.....	359,500	405,000	106,000	159,000
Miscellaneous.....	.....	.....	.....	1,626
Total disbursements..	809,500	828,000	562,000	616,626
Balance.....	Sur. 15,466	Def. 12,669	Sur. 129	Sur. 13,403

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1879-80.	1880-81.	1881-82.	1882-83.
Assets—	\$	\$	\$	\$
R.R. buildings, equip., &c.	20,459,241	20,812,281	20,812,281	20,852,281
Land department assets..	795,892	807,447	817,654	843,433
Stks & bds. owned, cost..	9,680	19,458	9,680	—
Bills and accts receivable	149,627	128,204	71,032	61,122
Materials, fuel, &c.....	236,916	327,755	325,831	392,396
Cash on hand.....	374,666	297,485	40,428	38,956
Reorganization trust.....	160,434	—	—	105,220
Renewal fund.....	194,184	—	—	—
U. S. Q. M. accounts.....	—	—	50,406	122,653
Can trust assets.....	17,535	24,039	43,125	40,166
Miscellaneous items.....	—	—	—	—
Total.....	22,598,178	22,416,669	22,170,437	22,456,227
Liabilities—				
Stock.....	5,320,600	5,320,600	5,320,600	5,320,600
Bonds (see SUPPLEMENT)	16,250,000	16,250,000	16,250,000	16,250,000
Bills payable.....	47,087	59,191	34,653	100,000
All other dues and accts.	60,493	67,854	64,337	98,298
Interest on debt.....	52,535	59,039	78,124	75,164
Car trust.....	—	—	50,406	122,654
Land department.....	—	—	—	107,338
Renewal fund.....	—	—	—	142,048
Profit and loss—General..	582,873	410,797	108,925	125,332
Do Special.....	—	153,041	153,041	—
Do Land dept.	84,590	96,144	106,351	24,293
Total liabilities.....	22,398,178	22,416,669	22,170,437	22,456,227

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—The new lines to the Pacific, via Atlantic & Pacific Railway, will be opened on the 21st inst., when through Pullmans will be run from St. Louis to San Francisco, via the St. Louis & San Francisco, from St. Louis to Halsted, Atchison Topeka & Santa Fe, from Halsted to Albuquerque, Atlantic & Pacific, from Albuquerque to the Needles and from the Needles to San Francisco via the Southern Pacific. The total distance from St. Louis to San Francisco by this route is 2,240 miles.

Austin & Northwestern.—The Texas Circuit Court has placed this road in the hands of J. A. Rhomberg, President of the company, as receiver. The road is of 3 ft. gauge, and is in operation from Austin, Texas, to Burnet, 60 miles.

Central RR. of New Jersey.—Notice is given to the income bondholders that upon presentation and surrender of their bonds at the offices of the company, No. 119 Liberty Street, they

will receive for each \$1,000 of income bonds, \$1,100 in 6 per cent convertible debenture bonds due 1908, with coupons thereon for interest from May 1st, 1883. These bonds are convertible into stock between January 1 1885 and January 1 1907. They are plain bonds, carrying an obligation to pay yearly interest, and therefore prior in lien to the stock, both as to principal and any interest which may at any time remain unpaid.

Chicago St. Louis & Pittsburgh.—Notice is given to the holders of the prior lien bonds of this company, that they can exchange the same at par for the first mortgage bonds of the company, rated at ninety-five (95) per centum of principal and a cash payment of the remaining five (5) per centum of principal, at the Union Trust Company of New York, on or before November 15, 1883. Also, that the company will be prepared to pay off in cash the principal and accrued interest of such bonds as may not be so exchanged, on their presentation at the Union Trust Company of New York, as follows: Chicago & Great Eastern construction and equipment, on and after November 16, 1883; Columbus & Indianapolis preferred first mortgage, on and after December 1, 1883; Columbus & Indianapolis common first mortgage, on and after December 1, 1883; Columbus & Indianapolis second mortgage, on and after December 1, 1883.

Denver & Rio Grande.—A circular offers to stockholders of record October 25, 1883, the right to subscribe, pro rata, for \$5,000,000 5 per cent general mortgage, convertible into stock at option of holder, and \$5,000,000 stock of the company on the following terms: Subscribers will receive for every \$750 cash subscribed and paid in, a \$1,000 bond and \$1,000 in stock. Subscriptions will be payable in three equal instalments, the first immediately upon acceptance by the company, the others upon ten days' notice, but not more than one instalment will be called for during one calendar month. The right to subscribe will expire October 30, 1883. Bonds to be issued will be either coupon or registered, according to the option of the subscriber.

East Tennessee Virginia & Georgia.—The report of this company in the CHRONICLE of Oct. 13 was from an early copy which did not contain the income account. The CHRONICLE merely remarked the fact without criticism. The pamphlet report, as now-issued, contains the following statement:

Interest paid on all classes of securities.....	\$1,308,539
Taxes paid during the year.....	74,768
Total.....	\$1,383,307
Net earnings for the year.....	1,313,052
Excess of earnings.....	\$9,745
Construction expenses, as explained in report.....	\$1,188,846
Receipts during the year from Cincinnati & Georgia Bonds..	1,200,060
Excess of rec'ts from bonds over expenditures for constr'n..	\$11,154

Kansas City Springfield & Memphis.—This railroad, connecting Kansas City and Memphis, was completed Oct. 14.

Little Rock & Fort Smith.—It is reported that large holders of Little Rock & Fort Smith and Little Rock Mississippi & Texas securities have agreed to issue \$400,000 bridge bonds and \$400,000 stock to build a new bridge in place of paying the heavy charges made for the use of the present Little Rock bridge.

Louisville & Nashville.—The \$2,000,000 mortgage bonds of this company maturing Nov. 1 proximo will be paid on and after that date, or they may be exchanged for the general mortgage 6 per cent bonds of the company due A. D. 1930.

Mexican Central.—The Boston Journal says: "At latest advices, out of a total of 1,214 miles of the main line between upon the City of Mexico and El Paso, there had been constructed the Southern division 378 miles of track, and upon the Northern 532 miles, leaving only 208 miles to be completed, and early next spring it is expected that this short gap can be filled up. Upon the Tampico division 70 miles of rails have been laid and work is well in hand upon about 100 miles additional. It is not expected to open any part of this division for traffic until something like 200 miles are ready, as there is little, if any, business to be developed at present within that distance of the coast."

New Orleans & Northeastern.—This road, which extends from New Orleans to Meridian, Miss., is completed and open for freight traffic. It is an extension of the Alabama Great Southern, and is controlled by the Alabama New Orleans & Texas & Pacific Junction Railway Company, which also holds a majority of stock in the Cincinnati New Orleans & Texas Pacific, the lessee of the Cincinnati Southern. This same organization controls the Vicksburg & Meridian and the Vicksburg Shreveport & Pacific, which latter is to complete the connection between Meridian and Shreveport. The N. O. & Northeastern now makes the Cincinnati Southern and its connections a short route between Cincinnati and New Orleans, as follows:

Cincinnati Southern.....	335
Alabama Great Southern.....	295
New Orleans & Northeastern.....	195
Total.....	825

Ohio & Mississippi.—The receiver's report for September, 1882, and 1883, is as follows:

Receipts—	1882.	1883.
Cash on hand September 1.....	\$49,788	\$22,166
Cash from station agents.....	516,478	555,541
Cash from conductors.....	11,971	11,756
Cash from individuals, railroads, &c.	47,419	44,989
Cash from Express Co.'s.....	1,603	833
Total.....	\$627,259	\$635,285

Disbursements—	1882.	1883.
Vouchers previous to Nov. 18, 1876.....	\$23,739	\$....
Vouchers subsequent to Nov. 17, 1876.....	204,851	306,399
Pay-rolls.....	151,702	166,663
Arrearages.....	1,143	317
Cash on hand October 1.....	245,821	162,506
Total.....	\$627,259	\$635,285

Postal Telegraph—Atlantic Cables.—A dispatch from Paris this week announces that J. W. Mackey, President of the Postal Telegraph Company, and James Gordon Bennett, had recently signed a contract for two Atlantic cables with Siemens Brothers of London, and that the cables were already under construction and would be laid by next June. Mr. Mackey is in San Francisco, but a director of the Postal Telegraph Company said that the report was true and that the cables would be operated in connection with the land lines of the Postal Company.

Pullman's Palace Car Co.—The annual meeting was held at Chicago Oct. 18. The statement for the year ending July 31, 1883, shows revenues of \$4,093,245. The disbursements were \$3,039,932, of which \$976,380 was for operating expenses \$217,633 maintenance of upholstery and bedding, \$175,702 proportion of operating expenses in other associations, \$264,000 rental of leased lines, \$171,074 interest on bonds, and \$1,235,142 on dividends. The surplus for the year is \$1,053,313. The assets are placed at \$23,095,368, of which \$9,585,049 is for cars and equipments, including assets, and \$6,050,204 for the plant at the town of Pullman. The liabilities are \$23,095,368.

President Pullman, in his address, stated that during the year new contracts were made covering over 10,000 miles of railway, and renewals of old contracts covering over 7,000 miles. These contracts, he stated, require 121 additional cars, and means would have to be provided for the payment thereof. In accordance with this recommendation, the directors were authorized to issue the necessary 20 per cent of new stock. Subsequently the board of directors met and decided to issue 10 per cent of new stock, amounting to \$1,326,000, to provide for the new cars, payable Dec. 1. A quarterly dividend of 2 per cent was declared, and also an extra dividend of 1½ per cent out of the manufacturing interest, both payable Nov. 15.

Texas & Pacific.—The income bond mortgage contains the following clause:

"In case such net earnings shall not in any one year be sufficient to enable the company to pay 7 per cent interest on the outstanding bonds, then scrip may, at the option of the company, be issued for the interest."

The bondholders claim that the failure of the company to exercise its option of paying interest in scrip renders the subsequent payment of cash interest obligatory. On the other hand, the company now gives notice that it will pay in scrip. The demand for accrued interest is based partly upon the provision that the bonds were to be received by the company at par and accrued interest in payment or exchange for any of its lands covered by the mortgage. Interest was paid in scrip up to the end of the fiscal year terminating July 1, 1881. This makes 14 per cent of back interest to July 1, 1883.

Toledo Delphos & Burlington.—At Toledo, Oct. 18, a bill entitled "The Central Trust Company of New York as trustee against the Toledo Delphos & Burlington Railroad Company, the Toledo Cincinnati & St. Louis Railroad Company, et al," was filed in the Clerk's Office of the U. S. Circuit Court. It concludes by stating that the Trust Co. is about to commence proper legal proceedings to foreclose the several mortgages; that it will be for the interest of all parties that the accounts and affairs of each of said lines should be kept separate, and that some one competent person should be appointed receiver in each of said suits. It is believed that under this bill Judge Baxter will appoint the receiver prayed for over the property, which is in his jurisdiction.

U. S. Bonds CALLED IN.—The one hundred and twenty-third call for bonds has been issued, embracing \$15,000,000 of the three per cent loan of 1882, which will be paid December 15, 1883. The notice has the following:

Three per cent bonds issued under the Act of Congress approved July 12, 1882, and numbered as follows:

\$50—No. 888 to No. 971, both included, and	
No. 1,394 to No. 1,307, both included	
\$100—No. 6,041 to No. 6,719, both included, and	
No. 9,451 to No. 9,164, both included,	
\$500—No. 2,565 to No. 2,926, both included, and	
No. 3,978 and No. 3,979,	
\$1,000—No. 17,402 to No. 18,974, both included, and	
No. 22,636 to No. 22,645, both included,	
\$10,000—No. 25,659 to No. 27,639, both included.	
Total.....	\$15,000,000

—as required by the following provision of the authorizing act, viz: "The last of the said bonds originally issued under this act, and their substitutes, shall be first called in, and this order of payment shall be followed until all shall have been paid," the bonds described by numbers above are the bonds of the original issue, or their substitutes—i. e., bonds which have been issued on transfers in exchange for original bonds, and which bear an original as well as a substitute number. All of the bonds of this loan will be called by the original numbers only. Many of the bonds originally included in the above numbers have been transferred or exchanged into other denominations on "waiver"—the original numbers being canceled and leaving outstanding the amount above stated.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 19, 1883.

Trade drags along slowly, presenting few features calling for especial reference. Additional failures in the clothing trade have had little effect. The semi-panic in the stock market on Wednesday attracted some attention in business circles, exciting apprehension lest it might result in a general unsettling of values. Weather of almost summer warmth prevailed during a part of the week, but became colder, and now is again warmer. No further injury by frosts has been reported.

In lard the speculation has been somewhat restricted and the drift of prices downward. The limited export inquiry has an unpleasant effect. Pork has also declined and to-day sold at \$11 50 for mess. Western prime lard quoted on the spot at 7 85@7 90c.; refined to the Continent, 8 10c. for this and 7 95c. for next month's delivery; South American, 8 60c.; Western for October sold to-day at 7 85c.; November, 7 57c.; seller the year and December, 7 58@7 59c.; January, 7 58@7 60c.; February, 7 66@7 68c., closing with a better tone. Bacon quiet at 7c. for long clear. Beef hams rule firm at \$19 75, and city extra India mess beef at \$19@19 75. Tallow sells at 7 1/2@7 5c., and prime steaming is quoted at 8 3-1/2@8 1/4c. Cheese has improved to 12c. for the best factories, but butter remains quiet.

Rio coffee advanced to 12c. for fair cargoes, but was quoted to-day at 11 3/4@12c., after a moderate business for the week; options have been variable, to-day declining 10 to 15 points, owing to unfavorable foreign advices, notably an increase in the supply at Rio de Janeiro; the trade in the aggregate has been of fair volume, but to-day only 18,250 bags No. 7 were sold, at 9 90c. for October, 9 60@9 70c. for November, 9 40@9 50c. for December, 9 35@9 45c. for January, 9 40@9 45c. for February, 9 35@9 40c. for March and 9 40@9 50c. for April; mild grades have been less active, but steady. Tea has been steady, with an increasing invoice and line trade. Spices have been quiet, and pepper and cloves weak. Rice has sold freely at steady prices. Molasses has been moderately active, with New Orleans 30@50c.; the season for Cuba refining stock is reported practically over. Raw sugar has been firmer, but in the main only moderately active; fair, however, has advanced to 6 1/4c., and closed firm at that price; Cuba 96 degrees-test centrifugal was quoted at 7 1/4c., but Demerara of that test sold to-day at 7 11-16c.; refined has been firmer for some grades; crushed was quoted at 9 1/4c., powdered 8 1/4@9c., granulated 8 5/8c., and standard soft white "A" 8 1/2@8 5/8c.

Kentucky tobacco has been less active, but lugs are still firmly quoted at 6 1/2@7 1/4c. and leaf at 8@12 1/2c. The sales aggregate 456 hds., mostly for consumption. Seed leaf is quiet but quotations generally steady; the sales embrace 2,650 cases, including 200 cases crop 1882. Pennsylvania, 12@18 1/2c.; 500 cases crop 1881 do., 7@11 1/2c.; 900 cases crop 1880, Pennsylvania, 9 1/2c.; 100 cases crop 1882. State, seed, 14c.; 300 cases crop 1882, State, Havana, 21 1/2@25c.; 400 cases crop 1882, Wisconsin, Havana, 12@18c., and 250 cases crop 1882, Ohio, 4 1/2@15c.; also, 400 bales Havana, 75c. @ \$1 15.

Naval stores have been quiet and inclined to easiness; strained to good strained quoted at \$1 50@1 55, and spirits turpentine, 39 1/2@40c. Refined petroleum has remained at 8 1/2c. for 70 Abel test, though trade is very slow; naphtha advanced to 6c., and cases for the Mediterranean to 10 1/2@10 3/4c.; crude certificates have favored the "bear" clique, and after selling to-day at \$1 11 1/4, closed at \$1 09 1/2. Ingot copper is about steady at 15 1/2c. for Lake and quietly it is said that the combination are offering 10,000,000 lbs. at 15c. No. 1 Thomas iron has been reduced to \$20 50. Hops are a trifle better, and wool presents a better tone. All oils are firm.

Ocean freight-room has had a fair movement in grain berth tonnage and oil charters have latterly shown a larger business. Grain to Liverpool to-day by steam quoted at 5d.; flour, 15s.; cotton, 3-16d.; bacon, 22s. 6d. @ 25s.; cheese, 27s. 6d. @ 30s.; grain to London by steam, 5d.; do. to Avonmouth, 5d.; do. to Glasgow, 4 1/2d.; do. to Antwerp, 5 1/2d.; do. to Hamburg, 90 pfenings and to Havre 9 1/2c.; do. by sail to Oporto, 6s. 3d. per qr.; refined petroleum to Liverpool, 3s. 4 1/2d.; crude to Marseilles, 4s.; refined to Bremen, 3s. 4d.; naphtha to United Kingdom, 4s. 3d.; cases to Levant, 22 1/2c.

COTTON.

FRIDAY, P. M., October 19, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Oct. 19) the total receipts have reached 257,276 bales, against 228,897 bales last week, 165,461 bales the previous week, and 125,032 bales three weeks since; making the total receipts since the 1st of September, 1883, 971,141 bales, against 925,305 bales for the same period of 1882, showing an increase since September 1, 1883, of 45,836 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	6,611	12,303	2,097	7,661	6,048	3,409	38,129
Indianola, &c. ....	.....	.....	.....	.....	.....	536	536
New Orleans....	3,482	18,975	9,218	6,124	10,334	13,156	61,289
Mobile.....	2,592	2,947	1,930	3,963	1,599	2,285	15,316
Florida .....	.....	.....	.....	.....	798	798	798
Savannah	8,171	9,996	7,372	8,153	6,865	8,238	48,795
Brunswk, &c. ....	.....	.....	.....	.....	.....	412	442
Charleston.....	6,139	7,468	4,078	4,623	6,732	3,733	32,773
Pt. Royal, &c. ....	.....	.....	.....	.....	.....	346	346
Wilmington.....	1,855	1,910	1,193	1,496	1,346	1,306	9,106
Moreh'd C., &c. ....	.....	.....	.....	.....	.....	815	815
Norfolk.....	4,011	4,903	5,326	6,315	6,808	5,178	32,541
West Point, &c. ....	.....	.....	.....	.....	.....	13,692	13,692
New York.....	33	35	23	27	.....	109	229
Boston.....	33	361	256	101	309	870	1,930
Baltimore.....	.....	.....	.....	.....	.....	361	361
Philadelph'a, &c. ....	.....	21	38	.....	8	111	178
Totals this week	32,929	58,919	31,531	38,463	40,049	55,385	257,276

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1883, and the stock to-night and the same items for the corresponding periods of last years.

Receipts to October 19.	1883.		1882.		Stock.	
	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1883	1882.
Galveston	38,129	168,492	34,178	167,254	93,882	76,154
Indianola, &c.	536	5,396	680	7,031	.....	.....
New Orleans....	61,289	223,612	50,390	151,953	161,695	113,502
Mobile.....	15,316	46,929	13,783	69,093	16,050	11,941
Florida.....	798	4,475	382	891	.....	.....
Savannah.....	48,795	204,651	47,258	202,590	94,637	90,506
Brunswk, &c.	442	7,097	640	2,335	.....	.....
Charleston.....	32,773	147,626	50,077	140,251	83,030	60,543
Pt. Royal, &c.	346	1,923	1,121	2,213	287	598
Wilmington.....	9,106	28,367	7,336	26,457	15,854	14,287
M'head C., &c.	815	1,600	333	1,733	.....	.....
Norfolk.....	32,541	89,492	33,312	98,320	35,874	30,239
West Point, &c.	13,692	36,606	11,096	32,370	.....	.....
New York.....	229	846	1,483	3,330	109,412	52,642
Boston.....	1,930	3,079	2,747	12,015	3,230	1,265
Baltimore.....	361	1,384	268	1,339	8,633	5,361
Philadelph'a, &c.	178	4,626	2,425	6,147	7,265	15,012
Total.....	257,276	971,141	242,329	925,305	632,849	472,150

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.		1882.		1881.		1880.		1879.		1878.	
	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1883	1882.	1883	1882.	1883	1882.	1883	1882.
Galveston	38,665	34,858	18,264	23,151	23,709	25,718	.....	.....	.....	.....	.....	.....
New Orleans....	61,249	50,300	49,380	50,433	58,435	13,985	.....	.....	.....	.....	.....	.....
Mobile.....	15,316	18,783	8,641	17,784	14,362	7,681	.....	.....	.....	.....	.....	.....
Savannah.....	48,795	47,258	33,307	52,085	39,915	37,965	.....	.....	.....	.....	.....	.....
Charl'stn, &c.	33,119	31,193	25,170	36,279	27,432	26,250	.....	.....	.....	.....	.....	.....
Viln'gtn, &c.	9,921	7,663	6,022	7,141	8,546	7,403	.....	.....	.....	.....	.....	.....
Norfolk, &c.	46,233	44,318	38,633	38,596	31,492	31,780	.....	.....	.....	.....	.....	.....
All others....	3,933	7,945	10,214	10,549	10,540	11,474	.....	.....	.....	.....	.....	.....
Tot. this w.k.	257,276	921,141	925,305	988,174	1139,466	976,522	\$18,075	.....	.....	.....	.....	.....

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 104,917 bales, of which 51,318 were to Great Britain, 14,738 to France and 38,863 to the rest of the Continent, while the stocks as made up this evening are now 632,819 bales. Below are the exports for the week and since September 1, 1883.

Exports from—	Week Ending Oct. 19. Exported to—				From Sept. 1, 1883, to Oct. 19, 1883. Exported to—			
	Great Brit'n.	France	Conti- nent.	Total Week.	Great Brit'n.	France	Conti- nent.	Total.
Galveston.....	13,424	.....	5,023	18,449	14,974	10,516	12,921	38,411
New Orleans....	8,341	13,032	5,184	26,387	25,355	51,022	11,245	87,625
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	1,500	.....	.....	1,500
Savannah.....	.....	.....	16,018	16,018	.....	.....	32,295	32,295
Charleston *...	.....	4,800	4,800	.....	9,131	17,556	20,681	.....
Wilmington.....	3,030	.....	3,050	8,680	.....	.....	.....	8,680
Norfolk*.....	4,280	.....	4,280	7,855	.....	.....	.....	7,855
New York ...	13,593	1,674	6,032	21,214	14,496	11,735	29,611	105,842
Boston.....	1,085	.....	.....	1,085	5,180	.....	.....	5,180
Baltimore.....	4,661	.....	1,804	6,465	25,632	100	18,532	47,294
Philadelph'a, &c.	1,769	.....	1,769	8,315	.....	.....	100	8,415
Total.....	51,318	14,736	35,863	104,917	162,023	82,594	123,257	364,781
Total 1882...	69,556	5,405	47,454	122,415	284,810	43,335	62,809	423,037

* Includes exports from Port Royal, &c.

* Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

Oct. 19, AT-	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France	Other Foreign	Coast-wise.	Total.	
New Orleans....	16,945	6,009	19,360	1,395	43,709	120,986
Mobile.....	None	None	None	None	None	16,050
Charleston....	2,500	1,200	12,464	1,250	17,414	65,616
Savannah....	None	4,500	23,200	5,700	33,400	61,237
Galveston....	17,603	3,024	17,958	3,270	41,855	52,027
Norfolk.....	2,953	None	7,805	2,338	13,096	22,778
New York....	4,000	250	2,350	None	6,600	102,812
Other ports....	4,000	None	2,000	None	6,000	29,269
Total 1883.	48,001	14,983	85,137	13,953	162,074	470,775
Total 1882.	63,110	26,381	43,929	15,647	149,667	323,083
Total 1881.	49,348	17,559	45,463	14,368	126,738	447,582

The speculation in cotton for future delivery at this market has been fairly active the past week. The depression in prices noted in our last continued without check till the morning of Wednesday. The decline from the highest prices of Thursday, on the publication of the Bureau report, was about 35 points. There was some recovery toward the close of Wednesday, on a demand to cover contracts, and on Thursday there was an advance of 12@13 points, owing to telegrams reporting a cold storm in Texas, accompanied by orders from the South to buy. Liverpool also improved. This morning Liverpool was again dearer, but this market opened weak and steadily declined, and closed unsettled. Cotton on the spot was dull and weak. Quotations were reduced 1-16c. on Saturday, on Monday and again on Tuesday. Business was fair for home consumption, with some business for export and speculation. To-day the market was quiet, middling uplands closing at 10 9-16c.

The total sales for forward delivery for the week are 652,300 bales. For immediate delivery the total sales foot up this week 4,991 bales, including 652 for export, 3,064 for consumption, 1,175 for speculation and 100 in transit. Of the above, 1,000 bales were to arrive. The following are the official quotations for each day of the past week.

Oct. 13 to Oct. 19.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tue
Ordin'y. ♀ ♀	\$876	883	856	811	816	8916	888	8916	8916
Strict Ord.	\$878	812	816	934	919	916	919	916	916
Good Ord.	911	918	909	9916	916	916	916	916	916
Str. G'd Ord.	1018	10	915	1056	104	10316	1014	10316	10316
Low Midd'g.	10516	104	10316	10316	10316	10316	10316	10316	10316
Str. L'w Mid	1045	107	10316	10316	10316	10316	10316	10316	10316
Middling....	10116	10316	10316	10316	10316	10316	10316	10316	10316
Good Mid.	101516	107	10316	10316	10316	10316	10316	10316	10316
Str. G'd Mid	1116	11	1116	1116	1116	1116	1116	1116	1116
Midd'g Fair	11916	114	11716	11316	114	1116	114	11316	1116
Fair.....	12516	124	12316	124	124	124	124	124	124

Wed.	Th.	Fri.	Wed.	Th.	Fri.	Wed.	Th.	Fri.
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon
Ordin'y. ♀ ♀	\$516	8516	8513	8916	8916	8916	8916	8916
Strict Ord.	\$834	834	834	9	9	9	9	9
Good Ord.	9916	9916	9916	91316	91316	91316	91316	91316
Str. G'd Ord.	91916	91916	91916	10316	10316	10316	10316	10316
Low Midd'g.	10316	10316	10316	10716	10716	10716	10716	10716
Str. L'w Mid	10316	10316	10316	1058	1058	1058	1058	1058
Middling....	10916	10916	10916	10316	10316	10316	10316	10316
Good Mid.	101316	101316	1116	1116	1116	1116	1116	1116
Str. G'd Mid	101516	101516	1116	1116	1116	1116	1116	1116
Midd'g Fair	11716	11716	11716	1116	1116	1116	1116	1116
Fair.....	12316	12316	12316	12716	12716	12716	12716	12716

STAINED.								
Sat.	Mon	Tues	Wed.	Th.	Fri.	Sat.	Mon	Tue
Good Ordinary.....	♀ ♀	8116	8116	71516	71516	71516	71516	71516
Strict Good Ordinary.....	8116	8116	845	845	845	845	845	845
Low Middling.....	9716	9716	9516	9616	9516	9516	9516	9516
Middling.....	10516	104	10316	10316	10316	10316	10316	10316

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES
	Exp.-port.	Con-sump-tion.	Spec-u-lati-on.	Transi-ti-on.	Total.	
Sat.. Quiet at 11 dec.	....	681	....	100	781	110,700
Mon. Qt & st'y. 11 dec.	....	581	....	....	589	106,400
Tues. Quiet at 11 dec.	799	500	....	....	1,290	119,600
Wed. Quiet	500	347	125	....	572	100,000
Thurs. Firm.....	152	382	300	....	681	111,100
Fri. Quiet and easy.....	152	275	250	....	677	104,500
Total	652	3,064	1,175	100	4,991	652,300

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market, Prices and Sales of FUTURES.	Market and Total Sales.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
Saturday, Oct. 13—													
Sales, total.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Prices paid (range)	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Closing.....	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Monday, Oct. 15—													
Sales, total.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Prices paid (range)	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Closing.....	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Tuesday, Oct. 16—													
Sales, total.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Prices paid (range)	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Closing.....	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Wednesday, Oct. 17—													
Sales, total.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Prices paid (range)	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Closing.....	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Thursday, Oct. 18—													
Sales, total.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Prices paid (range)	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Closing.....	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Friday, Oct. 19—													
Sales, total.	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Prices paid (range)	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Closing.....	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2	10-10 1/2
Total sales this week.	652,300	3,800	23,500	58,700	218,300	130,000	94,500	11,400	11,400	11,400	11,400	11,400	11,400
Average price this week.	4,593,400	1051	1063	1063	1063	1063	1063	1063	1063	1063	1063	1063	1063
Sales since Sep. 1, 1883.	338,300	—	—	—	—	—	—	—	—	—	—	—	—

* Includes sales in September, 1883, for October, 76,200.
Transferable Orders—Saturday, 10-55c.; Tuesday, 10-55c.; Wednesday, 10-50c.; Thursday, 10-45c.; Friday, 10-50c.
Short Notices for October—Saturday, 10-52c. to 10-48c.; Monday, 10-47c. to 10-48c.
We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

The following exchanges have been made during the week:

28 pd. to exch. 600 Sept. for Aug. 10-78.

10-50 pd. to exch. 500 Dec. for Feb. 10-78.

10-50 pd. to exch. 300 Nov. for Feb. 10-78.

12 pd. to exch. 200 Dec. for Feb. 10-78.

15 pd. to exch. 500 Jan. for Feb. 10-78.

10-50 pd. to exch. 100 April for M. 10-78.

14 pd. to exch. 2,500 Dec. for Feb. 10-78.

12 pd. to exch. 500 Oct. for Nov. 10-78.

inch. Excellent headway is being made with picking. Average thermometer 76, the highest being 87 and the lowest 53.

Huntsville, Texas.—We have had one splendid shower during the week, doing no harm to cotton and much good to everything else. The rainfall reached one inch and twenty hundredths. The thermometer has averaged 71, the highest being 90 and the lowest 51.

Weatherford, Texas.—We have had showers on three days of the week, the rainfall reaching eighty-four hundredths of an inch. Picking progresses finely. The thermometer has ranged from 46 to 82, averaging 64.

Bellton, Texas.—The weather has been warm and dry during the week, and picking has made excellent progress. The thermometer has averaged 71, ranging from 58 to 84.

Luling, Texas.—We have had one trifling shower during the week, the rainfall reaching seven hundredths of an inch. Good headway is being made with picking. The thermometer has averaged 81, the highest being 100 and the lowest 63.

New Orleans, Louisiana.—It has rained on two days of the week, the rainfall reaching two inches and ninety-nine hundredths. The thermometer has averaged 77.

Shreveport, Louisiana.—It has been generally cloudy during the week, with a rainfall of thirty-six hundredths of an inch. The weather continues fine for cotton picking. The thermometer has ranged from 53 to 90.

Vicksburg, Mississippi.—It has rained severely on two days, and has been showery on two days of the week, the rainfall reaching five inches and seventy-five hundredths. About two-thirds of the crop in the hills has been picked, and about one-half in the bottoms, and is being freely marketed. The thermometer has averaged 71, the highest being 91 and the lowest 52.

Meridian, Mississippi.—Telegram not received.

Columbus, Mississippi.—It has rained on one day of the week, the rainfall reaching eighty-nine hundredths of an inch. Picking is about finished; ten days more of good weather will wind up all the scattered cotton in the fields. The thermometer has averaged 70, ranging from 57 to 92.

Little Rock, Arkansas.—Telegram not received.

Memphis, Tennessee.—We have had rain on two days of the week, the rainfall reaching one inch and seventy-one hundredths. Picking and marketing are making good progress. The thermometer has averaged 65, the highest being 81 and the lowest 47.

Nashville, Tennessee.—It has rained on two days of the week, the rainfall reaching ninety-one hundredths of an inch. Average thermometer 64, highest 85 and lowest 45.

Mobile, Alabama.—We have had rain on two days of the week, the rainfall being inappreciable. Picking is making excellent progress. The thermometer has averaged 74, ranging from 62 to 88.

Montgomery, Alabama.—We have had no rain during the week. The drought is dreadful; no rain for nearly four months. The days have been warm, but the nights have been cool. Picking is progressing finely and without interruption. The thermometer has ranged from 57 to 91, averaging 71.

Selma, Alabama.—We have had no rain during the week. The thermometer has averaged 70, the highest being 87 and the lowest 57.

Madison, Florida.—The weather has been cold and dry all the week; no serious damage has been done. Planters are marketing their crop freely. Average thermometer 75, highest 80 and lowest 65.

Macon, Georgia.—The weather has been cool during the week with no rain.

Columbus, Georgia.—There has been no rain all the week. About all the crop has now been secured and it is being marketed freely. The thermometer has ranged from 63 to 81, averaging 73.

Savannah, Georgia.—It has rained on three days of the week, and the remainder of the week has been pleasant. The rainfall reached twenty-nine hundredths of an inch. The thermometer has averaged 77, the highest being 88 and the lowest 55.

Augusta, Georgia.—We have had two light sprinkles during the week, and the remainder of the week has been dry and warm. The rainfall reached two hundredths of an inch. Good progress is being made with picking and the crop is being forwarded to the market freely. Average thermometer 69, highest 89 and lowest 53.

Atlanta, Georgia.—We have had no rain during the week. The thermometer has averaged 65.6, ranging from 50 to 88.

Charleston, South Carolina.—We have had rain on two days of the week, the rainfall reaching one inch and twenty-three hundredths. The thermometer has ranged from 56 to 87, averaging 70.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 18, 1883, and October 19, 1882.

	Oct. 18, '83.		Oct. 19, '82.		
	Feet.	Inch.	Feet.	Inch.	
New Orleans	Below high-water mark	13	6	13	2
Memphis	Above low-water mark.	5	3	6	1
Nashville	Above low-water mark.	2	2	1	8
Shreveport	Above low-water mark.	0	10	12	5
Vicksburg	Above low-water mark.	4	11	9	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have rearranged our India service so as to make our reports more detailed and at the same time more accurate. We had found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to October 18.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	4,000	.....	4,000	152,000	80,000	1,235,000	11,000	1,581,000
1882	2,000	.....	2,000	759,000	608,000	1,367,000	6,000	1,638,000
1881	5,000	.....	5,000	314,000	348,000	862,000	10,000	1,186,000
1880	.....	1,000	1,000	359,000	494,000	833,000	6,000	1,094,000

According to the foregoing, Bombay appears to show an increase compared with last year in the weeks receipts of 5,000 bales, and an increase in shipments of 2,000 bales, and the shipments since January 1 show a decrease of 112,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coonoora.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	800	.....	800	86,200	10,800	97,000
1882.....	400	.....	400	106,200	32,000	138,200
Madras—						
1883.....	3,500	.....	3,500	21,000	1,000	22,000
1882.....	2,300	400	2,700	66,700	5,000	71,700
All others—						
1883.....	300	400	700	36,000	9,000	45,000
1882.....	.....	.....	.....	46,100	26,700	72,800
Total all—						
1883.....	4,200	400	5,000	143,200	20,800	164,000
1882.....	2,700	400	3,100	219,000	63,700	282,700

The above totals for the week show that the movement from the ports other than Bombay is 1,900 bales more than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	4,000	1,255,000	2,000	1,367,000	5,000	864,000
All other ports.	5,000	164,000	3,100	282,700	500	195,500
Total.....	9,000	1,419,000	5,100	1,649,700	5,500	1,059,500

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, October 18.	1883.		1882.		1881.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)—						
This week....	80,000	182,000	2,700	6,700	150,000	322,500
Exports (bales)—						
To Liverpool.....	6,000	13,000	2,500	2,500	4,500	11,500
To Continent.....	1,000	4,000	.....	.....	935	2,790
Total Europe.....	7,000	17,000	2,500	2,500	5,435	14,290

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Oct. 18 were 80,000 cantars and the shipments to all Europe were 7,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet but steady. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.				1882.			
	32s Cop. Twst.	8½ lbs. Shirtings.	Colt's Mid. Up'tis	32s Cop. Twst.	8½ lbs. Shirtings.	Colt's Mid. Up'tis		
Aug 17	d. d. s. d.	d. d. s. d.	d. d. s. d.	Aug 17	d. d. s. d.	d. d. s. d.	Aug 17	Aug 17
" 21	14 2 9 5	5 6 2 7 0	511 4 97 6 6	" 21	14 2 9 5	5 6 2 7 0	" 21	" 21
" 22	14 2 9 5	5 6 2 7 0	58 5 93 6 6	" 22	14 2 9 5	5 6 2 7 0	" 22	" 22
" 23	14 2 9 5	5 6 2 7 0	58 5 93 6 6	" 23	14 2 9 5	5 6 2 7 0	" 23	" 23
Sept. 1	14 2 9 5	5 6 2 7 0	511 4 97 6 6	Sept. 1	14 2 9 5	5 6 2 7 0	Sept. 1	Sept. 1
" 11	14 2 9 5	5 6 2 7 0	513 5 93 6 6	" 11	14 2 9 5	5 6 2 7 0	" 11	" 11
" 24	14 2 9 5	5 6 2 7 0	513 5 93 6 6	" 24	14 2 9 5	5 6 2 7 0	" 24	" 24
" 25	14 2 9 5	5 6 2 7 0	513 5 93 6 6	" 25	14 2 9 5	5 6 2 7 0	" 25	" 25
Oct. 5	14 2 9 5	5 6 2 7 0	57 5 93 6 6	Oct. 5	14 2 9 5	5 6 2 7 0	Oct. 5	Oct. 5
" 16	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 16	14 2 9 5	5 6 2 7 0	" 16	" 16
" 28	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 28	14 2 9 5	5 6 2 7 0	" 28	" 28
" 29	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 29	14 2 9 5	5 6 2 7 0	" 29	" 29
" 30	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 30	14 2 9 5	5 6 2 7 0	" 30	" 30
" 31	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 31	14 2 9 5	5 6 2 7 0	" 31	" 31
" 32	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 32	14 2 9 5	5 6 2 7 0	" 32	" 32
" 33	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 33	14 2 9 5	5 6 2 7 0	" 33	" 33
" 34	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 34	14 2 9 5	5 6 2 7 0	" 34	" 34
" 35	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 35	14 2 9 5	5 6 2 7 0	" 35	" 35
" 36	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 36	14 2 9 5	5 6 2 7 0	" 36	" 36
" 37	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 37	14 2 9 5	5 6 2 7 0	" 37	" 37
" 38	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 38	14 2 9 5	5 6 2 7 0	" 38	" 38
" 39	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 39	14 2 9 5	5 6 2 7 0	" 39	" 39
" 40	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 40	14 2 9 5	5 6 2 7 0	" 40	" 40
" 41	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 41	14 2 9 5	5 6 2 7 0	" 41	" 41
" 42	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 42	14 2 9 5	5 6 2 7 0	" 42	" 42
" 43	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 43	14 2 9 5	5 6 2 7 0	" 43	" 43
" 44	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 44	14 2 9 5	5 6 2 7 0	" 44	" 44
" 45	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 45	14 2 9 5	5 6 2 7 0	" 45	" 45
" 46	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 46	14 2 9 5	5 6 2 7 0	" 46	" 46
" 47	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 47	14 2 9 5	5 6 2 7 0	" 47	" 47
" 48	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 48	14 2 9 5	5 6 2 7 0	" 48	" 48
" 49	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 49	14 2 9 5	5 6 2 7 0	" 49	" 49
" 50	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 50	14 2 9 5	5 6 2 7 0	" 50	" 50
" 51	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 51	14 2 9 5	5 6 2 7 0	" 51	" 51
" 52	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 52	14 2 9 5	5 6 2 7 0	" 52	" 52
" 53	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 53	14 2 9 5	5 6 2 7 0	" 53	" 53
" 54	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 54	14 2 9 5	5 6 2 7 0	" 54	" 54
" 55	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 55	14 2 9 5	5 6 2 7 0	" 55	" 55
" 56	14 2 9 5	5 6 2 7 0	57 5 93 6 6	" 56	14 2 9 5	5 6 2 7 0	" 56	" 56

ANNUAL CONVENTION OF THE NATIONAL COTTON PLANTERS' ASSOCIATION.—The annual convention of the National Cotton Planters' Association will be held at Vicksburg, Miss., November 21. The Cotton Exchanges of the country have been invited to participate, and the Governors both of the cotton-growing and cotton-manufacturing States have been requested to appoint two delegates to the convention from each county in their respective States. The results of the convention are looked forward to with considerable interest, particularly by the South, as it is pretty generally understood that the cotton centennial to be held at New Orleans next year will play an important part in the deliberations, and that plans will be matured which will contribute largely to its success. Addresses will be made to the convention as follows: "Industrial Future of the South," Wendell Phillips; "Immigration," Col. McWhantis of Tennessee; "Grasses of the South," Dr. D. S. Phares, Mississippi; "Commercial and Home-made Fertilizers," M. McGee, North Carolina; "Diversified Farming," J. T. Henderson, Georgia; "Cotton Fields and Cotton Mills," S. R. Cockrell, Arkansas; "Relations Between Growers and Handlers of Cotton," by W. H. Gardner, President of the National Cotton Exchange; "Preparation of Cotton for Market," by the President of the New England Cotton Manufacturing Association; "World's Industrial and Cotton Centennial Exposition, in its Relation to the Development of the South," Director General Burke; "Improvement of Cotton Staple by hybridizing and Other Methods," W. E. Collins and C. B. Allen; and "Fibre Plants of the South, Ramie, Jute and Cotton Stalks," F. Harang, Louisiana, and C. Menelas, Mississippi.

JUTE BUTTS, BAGGING, &c.—There has been quite an active demand for bagging during the past week, and prices are a shade firmer, some sellers being disposed to ask more money. There have been sales of about 2,000 rolls, mostly of light weight at full figures, and at the close the market is firm at 9c. for 1½ lbs., 9½c. for 1¼ lbs., 10¼c. for 2 lbs., and 11@ 11½c. for standard grades. Butts are not so active, owing to sellers' views being above those of buyers, who are not willing to pay quoted rates. There have been sales of 3,000 bales paper grades at 2½@2¼c., but we do not hear of any lots to be had now at better than 2¼c., while small lots of bagging quality have been taken at 2½c. @2¼c., but large parcels are hard to move. It is reported that some business has been done to arrive.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Receipts.	Year Beginning September 1.					
	1883	1882.	1881.	1880.	1879.	1878.
Sept'mb'r	343,812	326,656	429,777	458,478	333,643	288,848
Per centage of tot. port receipts Sept. 30..	05.43	09.10	07.80	06.67	06.49	

This statement shows that up to Sept. 30 the receipts at the ports this year were 17,156 bales more than in 1882, and \$5,965 bales less than at the same time in 1881. The receipts since September 1, 1883, and for the corresponding periods of the five previous years have been as follows.

	1883.	1882.	1881.	1880.	1879.	1878.
Tot. Sp. 30	343,812	326,656	429,777	458,478	333,643	288,848
Oct. 1....	33,583	\$	19,012	35,186	20,785	23,599
" 2....	23,863	30,981	\$	31,901	21,495	23,233
" 3....	23,130	23,177		36,637	\$	35,010
" 4....	24,985	23,140		27,147	39,051	25,784
" 5....	35,295	32,469		25,555	\$	22,882
" 6....	27,124	36,417	23,393	25,374	37,355	\$
" 7....	\$	21,231	43,081	25,164	25,809	25,800
" 8....	48,660	\$	33,710	44,049	21,335	24,369
" 9....	29,785	49,519	\$	30,586	23,504	24,966
" 10....	28,847	27,136	42,489	\$	35,621	22,539
" 11....	35,015	29,132	24,839	33,937	21,819	27,622
" 12....	59,457	32,664	26,969	37,697	\$	25,343
" 13....	32,929	46,454	26,214	34,515	41,177	\$
" 14....	\$	33,345	38,505	33,776	27,876	26,402
" 15....	58,919	\$	26,144	39,856	26,622	29,014
" 16....	31,531	55,598	\$	44,637	23,825	27,764
" 17....	38,163	31,685	43,315	\$	40,393	20,549
" 18....	40,649	31,156	21,811	38,729	31,763	31,161
" 19....	55,385	39,417	23,252	37,058	\$	22,510
Total....	971,141	874,177	912,163	1,023,549	796,824	708,349
Per centage of total port receipts Oct. 19	14.52	19.32	17.42	15.93	15.93	

This statement shows that the receipts since Sept. 1 up to-night are now 96,934 bales more than they were to the same day of the month in 1882 and 58,976 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to October 19 in each of the years named.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 21,214

bales, against 13,119 bales last week. Below we give our usual table showing the exports of cotton from New York and their direction, for each of the last four weeks; also the total exports and direction since September 1, 1883, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1883.

Exported to—	Week ending—				Total since Sept. 1.	Same period previ- ous year.
	Sept. 27.	Oct. 4.	Oct. 11.	Oct. 18.		
Liverpool.....	6,735	8,779	9,569	10,408	38,596	102,765
Other British ports.....	1,350	200	.....	3,100	5,900	1,026
TOTAL TO GREAT BRITAIN	8,085	8,979	9,569	13,503	64,496	103,791
Havre.....	2,655	727	.....	1,674	11,735	9,462
Other French ports.....	.....	.....	.....	.....	.....	.....
TOTAL FRENCH	2,655	727	.....	1,674	11,735	9,462
Bremen and Hanover	2,025	1,161	1,250	200	6,585	7,111
Hamburg	2,700	1,498	700	2,702	11,074	6,088
Other ports.....	1,075	2,350	1,600	2,581	7,906	6,925
TOTAL TO NORTH. EUROPE	5,800	5,069	3,550	5,483	25,565	20,124
Spain, Op'to, Gibraltar, &c.	.....	.....	.....	.....	2,893	1,494
All other.....	.....	.....	.....	549	1,153	305
TOTAL SPAIN, &c.	.....	.....	.....	549	4,046	1,799
GRAND TOTAL	16,510	14,715	13,119	21,214	105,842	135,176

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1883:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Or'lans	9,251	53,902	.....	.....	.....	.....	.....	.....
Texas	9,183	41,312	.....	.....	.....	.....	.....	.....
Savannah	10,553	42,032	2,316	7,551	1,232	2,716	1,931	18,674
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	.....	160	.....	.....	.....	.....	.....	.....
S. Car'olina	5,180	27,568	.....	.....	768	1,820	1,590	7,860
N. Car'olina	2,419	.....	.....	.....	747	1,119	1,288	1,949
Virginia	10,973	29,716	3,238	6,318	747	7,119	2,817	13,728
North. pts	76	98	2,338	12,952	711	4,426	.....	471
Tenn., &c.	229	846	213	2,215	.....	.....	.....	.....
Foreign	214	693	.....	.....	.....	.....	.....	.....
This year	45,491	201,836	8,133	29,036	3,458	16,081	7,629	42,682
Last year	58,152	194,410	8,003	36,133	5,841	16,578	11,471	40,022

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 82,880 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

NEW YORK—To Liverpool, per steamers Adriatic, 1,161.	total bales.
Arizona, 1,482....Boothia, 1,442....Furnessia, 2,527....	
Germanic, 2,130....Spain, 831....Tycho Brahe, 832....	10,408
To Hull, per steamers Romano, 1,400....Sorrento, 1,700....	3,100
To Havre, per steamers Amerique, 1,211....Normandie, 463	1,674
To Bremen, per steamer Habsburg, 200....	200
To Hamburg, per steamers Hammonia, 1,000....India, 502	
Sipelia, 1,200....	2,702
To Rotterdam, per steamer W. A. Scholten, 500....	500
To Antwerp, per steamer Belgeland, 1,175....	1,175
To Copenhagen, per steamer Thingvalla, 906....	906
To Genoa, per steamer Alesia, 549....	549
NEW ORLEANS—To Liverpool, per steamers Inventor, 3,553....	11,040
Sculptor, 1,521....Simoon, 5,966....	
To Havre, per steamer North Cambria, 5,670....	5,670
To Maligna, per steamer Mayaguez, 1,505....	1,505
CHARLESTON—To Havre, per steamer Wolviston, 4,613....	4,613
To Bremen, per steamer Cypress, 4,775....	4,775
To Revel, per steamer Fernwood, 4,900....	4,900
FLORIDA—To Liverpool, per—	
Florida, 1,500....	1,500
Galveston, 1,550....	1,550
To Havre, per steamer Jenny Otto, 3,743....	3,743
WILMINGTON—To Liverpool, per steamer Woodside, 5,030....	5,030
NORFOLK—To Liverpool, per steamer Bellmore, 3,575....	3,575
BALTIMORE—To Liverpool, per steamer Serra, 2,406....	2,406
To Bremen, per steamer Strassburg, 3,087....	3,087
BOSTON—To Liverpool, per steamer Illyrian, 808....Marathon, 830....	1,638
PHILADELPHIA—To Liverpool, per steamer British Crown, 1,226....	1,226
SAN FRANCISCO—To Liverpool, per ship Wasdale, 108 (foreign).	108
Total....	82,880

The particulars of these shipments, arranged in our usual form, are as follows:

Liver- pool pool.	Hull	Havre	bryg.	verp.	hagen.	ayag.	Total.
New York.	10,408	3,100	1,674	2,902	1,675	906	21,214
N. Orleans.	11,040	.....	5,670	.....	.....	1,505	18,215
Charleston.	.....	.....	4,613	4,775	.....	4,900	14,288
Savannah.	1,500	.....	.....	.....	4,300	.....	4,300
Florida.	1,550	3,743	.....	.....	.....	.....	5,293
Galveston.	1,550	3,743	.....	.....	.....	.....	5,030
Wilmington.	5,030	.....	.....	.....	.....	.....	5,030
Norfolk.	3,575	.....	.....	.....	.....	.....	3,575
Baltimore.	2,406	.....	.....	3,087	1,030	.....	6,493
Boston.	1,638	.....	.....	.....	.....	.....	1,638
Philadelphia.	1,226	.....	.....	.....	.....	.....	1,226
San Fran.	108	.....	.....	.....	.....	.....	108
Total....	38,481	6,813	11,957	10,764	2,675	10,106	1,505

Included in the above total from New York is 549 bales to Genoa.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—Oct. 13—Steamer Australian, 5,939.
 For Cork, for orders Oct. 17—Bark E. D. Bigelow, 2,000.
For Bremen—Oct. 16—Steamer Weser, 4,525.
NEW ORLEANS—For Liverpool—Oct. 12—Steamer Jamaican, 3,464....
 Oct. 15—Steamers Eduardo, 1,860; Mediator, 3,080.
For Havre—Oct. 12—Steamer Northern, 5,951....Oct. 13—Steamer
 Havre, 7,111.
For Bremen—Oct. 13—Steamer Altmore, 4,351.
For Antwerp—Oct. 12—Steamer Havre, 140.
 For Vera Cruz—Oct. 13—Steamer City of Mexico, 693.
SAVANNAH—For Bremen—Oct. 15—Steamer Asia, 4,900.
 For Amsterdam—Oct. 18—Steamer Elips, 5,417.
 For Barcelona—Oct. 13—Steamer Nortolk, 5,801.
CHARLESTON—For Barcelona—Oct. 13—Steamer Primate, 4,800.
WILMINGTON—For Liverpool—Oct. 16—Steamer Lykus, 3,650.
NORFOLK—For Liverpool—Oct. 17—Steamer Hector, 4,280.
BOSTON—For Liverpool—Oct. 16—Steamer Missouri, 509....Oct. 15—
 Steamer Norseman, —....Oct. 16—Steamer Istrian, —....
BALTIMORE—For Liverpool—Oct. 11—Steamer Oranmore, 2,391....
 Oct. 15—Steamer Caspian, 2,270.
For Bremen—Oct. 18—Steamer America, 1,204.
 For Amsterdam—Oct. 17—Steamer Jason, 600.
PHILADELPHIA—For Liverpool—Oct. 12—Steamer Lord Clive, 1,661.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

BORDEAUX, steamer (Br.), at New Orleans for Havre, with 500 bales cotton on board, was on fire in her coal bunkers October 15.

Cotton freights the past week have been as follows:

*** Compressed**

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	<i>Sept. 28</i>	<i>Oct. 5.</i>	<i>Oct. 12</i>	<i>Oct. 19.</i>
Sales of the week.....	bales.	49,00	\$3,000	93,00
Of which exporters took..		6,800	5,700	7,900
Of which speculators took..		2,800	5,800	8,500
Sales American.....		37,000	56,000	60,000
Actual export.....		8,700	11,000	8,200
For home consumption.....		13,300	3,700	4,600
Total stock—Estimated.....		72,900	61,600	55,000
Total stock—Actual.....		67,500		506,000
Of which American—Estimated.....		450,000	3,300	211,000
Of which American—Actual.....		38,900		277,000
Total import of the week.....		19,500	25,500	27,500
Of which American.....		9,500	23,000	18,000
Amount afloat.....		71,000	75,00	8,400
Of which American.....		23,000	29,00	3,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 19, and the daily closing prices of spot cotton, have been as follows.

<i>Spots.</i>	<i>Saturday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednes.</i>	<i>Thurs'dy</i>	<i>Frida.y</i>
<i>Market,</i> <i>12:30 P.M.</i>	Easier.	Easier.	Dull and easier.	Dull and easier.	Easier.	Mod. inq. freely supplied.
<i>Bid Up'd.</i>	6 ¹ ₈	6 ¹ ₈	6	5 ¹ ₁₆	5 ¹ ₁₆	5 ¹ ₁₆
<i>Orl'n's.</i>	6 ⁴ ₈	6 ³ ₈	6 ⁴ ₈	6 ¹ ₁₆	6 ¹ ₁₆	6 ¹ ₁₆
<i>Sales.....</i>	10,000	12,000	8,000	8,000	10,000	8,000
<i>Spec. & exp.</i>	1,000	2,000	1,000	1,000	1,000	1,000
<i>Putures.</i>						
<i>Market,</i> <i>12:30 P.M.</i>	Dull.	Dull.	Quiet.	Steady.	Barely steady.	Steady.
<i>Market,</i> <i>5 P. M.</i>	Steady.	Quiet.	Firm.	Barely steady.	Firm.	Easy.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

~~The prices are given in pence and 64ths. thus: 5 62 means 5 62-64d., and 6 03 means 6 3-64d.~~

BREADSTUFFS.

FRIDAY, P. M., Oct. 19, 1883.

Flour has sold to only a moderate extent at the best, and has been more or less depressed. The foreign markets are still over-stocked, and the supply here is burdensome. New spring-wheat flour is beginning to arrive quite freely, but though of unusually good quality, it is stated, attracts comparatively little attention. To-day the market was dull and heavy.

Wheat has been only moderately active as a rule, though some days ago there was a large business in spring wheat for export, mainly at \$1 02½ for No. 2 Milwaukee to arrive, though hard No. 1 Duluth has sold at \$1 19@\$1 20. Reduced receipts at the West and at the British markets at one time had a tendency to strengthen the spot prices here, but latterly the Chicago market has been drooping, partly owing to a falling off in the speculation and partly to an increase of over 1,000,000 bushels in the visible supply in the United States, and prices here have accordingly declined. Options have been depressed during most of the week, the total decline being 3 to 4¾c., the later deliveries showing the most depression. There have been few really new features; there still appears to be an over-supply both in the United States and in Europe, and prices are correspondingly depressed. To-day the market fell ½c. to 1¾c., with little export demand and only a fair degree of speculative activity. No. 2 red on the spot sold at \$1 10@\$1 10½ in elevator and No. 3 at \$1 01@\$1 01½; the lower grades are selling pretty well for mixing; options sold at \$1 06¾@\$1 07¼ for No. 2 red for October, \$1 07¾@\$1 08¾ for November, \$1 09¾@\$1 11 for December, \$1 11¾@\$1 13¾ for January and \$1 13¾@\$1 15¾ for February.

Indian corn has been quiet on speculation, though there has been a good export business. Prices have fallen 3 to 4 cents, in sympathy with a decline at the West, where the receipts have been large. To-day the market here was $\frac{1}{2}$ c. to $1\frac{1}{4}$ c. lower. No. 2 mixed sold on the spot at 56c., No. 2 white at 56 $\frac{1}{2}$ c. @ 57 $\frac{1}{2}$ c., New York yellow at 59 $\frac{1}{2}$ c. and Southern yellow at 58c., while No. 2 mixed in options sold at 55 $\frac{1}{4}$ @56c. for October, 55 $\frac{3}{4}$ @57c. for November, 57@57 $\frac{1}{2}$ c. for December and 56@56 $\frac{1}{2}$ c. for January.

Rye has been moderately active at some decline. Barley has sold to a small extent at 90c. for No. 1 Canada. Oats have been quiet and declining. White have shown less depression than mixed, not being in liberal supply, but on the other hand mixed have been very plentiful. To-day white were firmer, while mixed were lower, both on the spot and for future delivery; No. 2 mixed sold at 33½c. for October, 34½@34¾c. for November, 35½@35¾c. for December, 36½@36¾c. for January and 38½c. for May.

The following are closing quotations:

FLOWER.

No.	Item	Q'ty	U.S. Price	Per cent	Cost	Per cent	Freight	Per cent	Total
No. 2 spring	bbl.	2	\$2 35	3 00	City shipping extras.	\$5 40	5 75		
No. 2 winter	bbl.	2	75	3 25	Southern bakers' and family bakers.....	5 25	6 65		
Superfine	bbl.	2	65	3 00	South'n skip'n extras.	4 00	4 75		
Spring wheat extra.	bbl.	3	75	4 25	Rye flour, superfine.	3 75	4 00		
Minn. clear and str'tn	bbl.	4	00	2	Corn meal—				
Winter ship'n extras.	bbl.	3	70	4 15	Western, &c.	3 00	3 30		
Winter clear and straight	bbl.	3	75	6 25	Brandywine, &c.	3 25	3 50		
Patented spring	bbl.	5	50	7 25	Buckwheat flour, b.				
Patented winter	bbl.	5	50	7 00	100 lbs.	3 75	4 10		

GRAIN

GRAIN.	
Wheat—	Corn—
Spring, per bush.	Yellow Southern.
Spring No. 2.	Western white...
Red winter, No. 2	Rye—Western
Red winter	State & Canada.
White.	Oats—Mixed.
White No. 1.	White.
Gan.—West. mixed	No. 2 mixed.
West. mix. No. 2.	No. 2 white.
White Southern..	Barley.
	Buckwheat.
	Nominal.
	.....@ 100

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Oct. 13 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.		Wheat.		Corn.		Oats.		Barley.		Rye.	
	Bbls. 190/bns	Bush. 60 lbs	Bush. 56 lbs	Bush. 39 lbs	Bush. 48 lbs	Bush. 56 lbs	Bush. 39 lbs	Bush. 48 lbs	Bush. 56 lbs	Bush. 39 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago....	70,330	185,538	1,685,036	925,340	380,023	182,201	.....	.....	.....	.....	.....	.....
Milwaukee....	83,950	153,841	23,430	40,987	335,207	7,037	.....	.....	.....	.....	.....	.....
Toledo....	2,672	533,334	70,823	47,515	550	7,018	.....	.....	.....	.....	.....	.....
Detroit....	4,491	292,790	43,012	114,919	13,720	.....	.....	.....	.....	.....	.....	.....
Cleveland....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis....	34,232	275,712	124,797	120,014	119,021	19,903	.....	.....	.....	.....	.....	.....
Peoria....	1,335	6,900	183,600	253,745	19,290	24,500	.....	.....	.....	.....	.....	.....
Duluth....	30,000	57,789	13,496	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tot. wk. '83	227,603	2,525,633	2,149,817	1,507,410	878,386	240,654	.....	.....	.....	.....	.....	.....
Same wk. '82	232,707	2,771,431	538,731	600,381	650,070	196,236	.....	.....	.....	.....	.....	.....
Same wk. '81	218,944	1,359,278	2,655,485	955,974	512,846	159,482	.....	.....	.....	.....	.....	.....
Since Aug. 1—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1883....	1,914,768	28,557,518	31,657,821	18,244,652	3,474,413	3,146,518	.....	.....	.....	.....	.....	.....
1882....	1,857,074	30,699,022	13,890,872	14,281,882	2,654,417	1,173,484	.....	.....	.....	.....	.....	.....
1881....	1,937,354	17,375,484	42,829,340	9,310,371	2,720,218	1,803,460	.....	.....	.....	.....	.....	.....

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Oct. 13, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour....	bbls.	6,101,979	7,020,408	3,896,528
Wheat....	bush.	36,553,198	44,211,420	42,270,669
Corn....	bush.	89,698,846	55,0+5,517	92,510,117
Cass....	bush.	40,021,023	29,234,701	29,213,548
Barley....	bush.	6,073,150	3,147,605	3,236,956
Rye....	bush.	4,862,585	2,277,741	1,742,564
Total grain....	bush.	177,203,807	133,956,934	163,973,854

Below are the rail shipments from Western lake and river ports for four years:

	1883.	1882.	1881.	1880.
Flour....	Week Oct. 13.	Week Oct. 14.	Week Oct. 15.	Week Oct. 16.
Wheat....	bush.	334,258	674,525	255,500
Corn....	bush.	536,653	172,717	901,985
Oats....	bush.	1,043,851	610,655	536,299
Barley....	bush.	110,922	294,553	220,597
Rye....	bush.	89,162	43,631	65,671
Total....	bush.	2,456,816	1,800,931	2,010,061

The rail and lake shipments from same ports for last four weeks were:

	Week Oct. 13.	Wheat. bush.	Corn. bush.	Oats. bush.	Barley. bush.	Rye. bush.
Oct. 13 236,715	1,727,893	2,165,160	1,411,223	460,550	199,272	.....
Oct. 14 6,210,334	1,293,046	2,233,597	1,460,366	314,325	183,879	.....
Oct. 15 221,925	1,763,029	2,671,182	1,346,861	275,047	325,934	.....
Oct. 16 22,219,034	1,884,904	3,257,543	1,356,293	191,243	226,726	.....

Total 4wks.	6,863,008	6,668,872	10,677,482	5,604,745	1,271,145	910,811
4wks 4wks.	8,828,570,935	8,477,619	3,743,794	3,385,164	740,210	351,114

The receipts of flour and grain at the seaboard ports for the week ended Oct. 13 follow:

	Flour. bbls.	Wheat. bush.	Corn. bush.	Oats. bush.	Barley. bush.	Rye. bush.
New York....	146,089	938,193	967,645	480,800	20,350	189,600
Boston....	72,118	5,450	241,413	136,512	500	.....
Portland....	750	.....	9,720	5,630	.....	.....
Montreal....	30,086	60,613	79,290	2,108	950	486
Philadelphia....	23,504	90,0	47,100	7,555	22,200	.....
Baltimore....	22,365	161,350	40,701	37,762	.....	1,850
New Orleans....	10,279	54,060	176,119	12,485	.....	26,332

Total week....	305,191	1,339,695	1,563,350	745,847	44,000	215,268
Cor. week '82.	331,328	2,369,164	167,123	527,773	274,123	24,710

The total receipts at the same ports for the period, from Dec. 25, 1882, to Oct. 13, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour....	bbls.	10,581,863	9,167,423	10,099,119
Wheat....	bush.	51,415,634	65,730,659	78,111,084
Corn....	bush.	71,929,483	26,239,483	89,006,611
Oats....	bush.	24,511,867	23,031,533	22,321,710
Barley....	bush.	2,388,482	2,705,465	2,623,708
Rye....	bush.	4,133,300	1,195,341	1,303,609

Total grain....	154,362,771	118,972,501	193,578,732	211,912,629
4wks 4wks.	8,828,570,935	8,477,619	3,743,794	3,385,164

The exports from the several seaboard ports for week ending Oct. 13, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
New York....	bbls.	bush.	bush.	bush.	bush.	bush.
Boston....	92,165	193,046	538,651	4,320	64,494	2,181
Portland....	46,265	.....	69,944	.....	.....	.....
Montreal....	46,219	106,532	197,721	125	.....	15,072
Philadelphia....	6,422	33,000	311,287	18,475	6	.....
Baltimore....	7,663	311,287	18,475	8	.....	.....
N.Orl'ns....	1,919	37,705	156,263	8	.....	.....

Total wks.	200,678	633,570	972,051	4,518	61,484	17,533
8'month	170,761	1,952,802	195,797	7,316	41,637	28,516

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Oct. 13.	1882. Oct. 14.	1883. Oct. 13.	1882. Oct. 14.	1883. Oct. 13.	1882. Oct. 14.
U.S. King.	143,479	100,199	407,230	1,75,705	689,793	156,346
Continent.	4,079	15,915	271,310	765,177	243,206	24,965
S. & C. Am.	15,416	12,836	.....	7,520	23,690	5,345
W. Indies.	28,442	24,704	5,000	4,400	9,008	7,611
Brit. Col'n's	6,380	16,100	.....	.....	5,355	23
Oth. o'tn's	882	896	.....	.....	999	1,507
Total....	200,678	170,734	683,570	1,952,802	972,052	195,797

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1883. Sept. 1 to Oct. 1.	1882. Sept. 1 to Oct. 1.	1883. Sept. 1 to Oct. 1.	1882. Sept. 1 to Oct. 1.	1883. Sept. 1 to Oct. 1.	1882. Sept. 1 to Oct. 1.
U.S. Kingdom.	752,007	188,921	4,769,706	11,054,557	6,000,572	592,770
Continent.	30,922	13,517	3,383,851	10,044,132	1,543,981	153,105
S. & C. Am.	80,700	101,305	17	21,814	252,656	61,349
West Indies.	12,922	123,725	11,574	8,684	91,30	69,018
Brit. Col'n's	104,335	49,696	.....	.....	15,987	13,119
Oth. countr's	3,269	5,322	.....	.....	87,196	88,000
Total....	1,097,305	1,207,547	8,145,616	21,236,363	8,004,906	890,201

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Oct. 13 1883, was as follows:

In store at—	Wheat. bush.	Corn. bush.	Oats. bush.	Barley. bush.	Rye. bush.

<tbl

The potato crop is in better condition than in any year since 1875. The average is 93, while the October averages of 1882 and 1879 were each 90.

The tobacco crop will be below an average in yield. The average of condition in Kentucky is 77; in Virginia, 64. The Maryland crop will be good. Averages of the seed-leaf States is low. The general average of condition is 82.

The following statement, prepared by the Bureau of Statistics, will show the exports of domestic breadstuffs from the undermentioned customs districts, during the month of Sept., 1883, and for the nine months ended the same, as compared with the corresponding months of the previous year:

Customs Districts.		Bushels.		Bushels.		Dollars.		Indian corn.		Indian corn meal.		Oats.		Rye.	
		Bushels.		Bushels.		Dollars.		Bushels.		Bushels.		Dollars.		Bushels.	
New York.....	1,810,819	1,211,189	9,330	3,307,559	1,132,300	34,110	29,142	11,575	34,110	1,132,300	3,307,559	492	162,591	24,605	9,591,796
Boston and Charlestown.....	1,512,400	1,031,083	8,330	3,094,736	1,075,124	30,002	24,420	1,116	30,002	1,075,124	3,094,736	525	165,577	14,789	9,565,278
Baltimore.....	493,128	349,602	3,000	1,061,724	1,339	3,000	1,130	1,130	3,000	1,061,724	3,000	324	10,527	1,655	1,108,312
New Orleans.....	3,012,221	2,081,730	16,000	688,312	401,875	523	523	10	523	401,875	688,312	309	61,637	19,976,917	18,602,055
San Francisco.....	363,711	21,994	783,166	402,033	10	4,393	5,444	50	4,393	5,444	10	50	1,039	1,039	1,039
Chicago.....	1,789,822	1,258,918	11,300	3,789,772	1,761	14,330	11,722	1,761	14,330	1,761	11,722	1,761	1,761	1,761	1,761
Detroit.....	1,280,820	853,632	8,330	2,782,665	2,233,674	2,782,665	2,233,674	2,233,674	2,782,665	2,233,674	2,782,665	2,233,674	2,233,674	2,233,674	2,233,674
Key West.....	1,234,190	888,897	12,000	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	501,122,980	501,122,980
Huron.....	1,234,190	888,897	12,000	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	501,122,980	501,122,980
Total, Sept., 1883.....	1,234,190	888,897	12,000	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	501,122,980	501,122,980
Total, 9 mos. ended Sept., 1883.....	1,234,190	888,897	12,000	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	501,122,980	501,122,980
Total, 9 mos. ended Sept., 1882.....	1,234,190	888,897	12,000	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	501,122,980	501,122,980
Total, 9 mos. ended Sept., 1883.....	1,234,190	888,897	12,000	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	3,261,920	501,122,980	3,261,920	501,122,980	501,122,980	501,122,980	501,122,980

Customs Districts.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Total values for the month of Sept., 1883.	
		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Sept., 1883.	
New York.....	1,644,511	1,514,085	315,900	1,701,210	1,657,921	853,220	853,220	853,220	853,220	853,220	853,220	853,220	853,220	\$1,591,423	\$1,591,423
Baltimore.....	493,128	459,059	154,330	1,031,083	1,031,083	1,475,850	1,475,850	1,475,850	1,475,850	1,475,850	1,475,850	1,475,850	1,475,850	11,270,435	11,270,435
New Orleans.....	2,181,745	2,510,975	31,920	1,437	1,437	1,621,177	1,621,177	1,621,177	1,621,177	1,621,177	1,621,177	1,621,177	1,621,177	18,949,397	18,949,397
Chicago.....	121,890	142,475	108,130	3,012,221	3,012,221	22,327	22,327	22,327	22,327	22,327	22,327	22,327	22,327	20,184,099	20,184,099
Detroit.....	188,123	142,796	73	166,060	166,060	174,364	174,364	174,364	174,364	174,364	174,364	174,364	174,364	25,651,454	25,651,454
Huron.....	61,936	66,564	3,642	17,492	17,492	108,264	108,264	108,264	108,264	108,264	108,264	108,264	108,264	22,701,716	22,701,716
Key West.....	4,188,866	4,188,866	46,320	173,018	173,018	985,793	985,793	985,793	985,793	985,793	985,793	985,793	985,793	1,167,492	1,167,492
New Haven.....	1,729,010	8,920,870	5,132,189	5,132,189	5,132,189	186,194,000	186,194,000	186,194,000	186,194,000	186,194,000	186,194,000	186,194,000	186,194,000	\$24,662,001	\$24,662,001
Portland.....	51,912,961	51,912,961	8,828,515	8,828,515	8,828,515	1,040,262	1,040,262	1,040,262	1,040,262	1,040,262	1,040,262	1,040,262	1,040,262	130,436,136	130,436,136
Richmond.....	51,912,961	51,912,961	8,828,515	8,828,515	8,828,515	1,040,262	1,040,262	1,040,262	1,040,262	1,040,262	1,040,262	1,040,262	1,040,262	131,937,899	131,937,899

The jobbing trade has not shown much animation, but a fair distribution of seasonable goods was made to local and near-by retailers. The auction rooms presented some important features and the principal sales were largely attended. About 5,000 packages of blankets were disposed of at public sale on Wednesday, and nearly 5,000 pieces 6-4 heavy woolens were sold the following day. The prices obtained at the above sales averaged very low, a serious loss having doubtless been sustained by the manufacturers. Imported silks were also distributed in large quantities by the auction houses, but at generally low and unsatisfactory prices. Some additional failures have occurred in the clothing trade, and the suspension of a Broadway jobbing house was announced early in the week.

DOMESTIC COTTON GOODS.—The exports of cotton goods for the week were 2,485 packages, including 909 to Great Britain, 400 to China, 306 to U. S. of Colombia, 243 to Hayti, 193 to Venezuela, &c. There was a very light demand for cotton goods by jobbers, while converters bought sparingly, and the inquiry for export was unimportant. Agents' prices are without quotable change, and such makes of plain and colored cottons as govern the market are steadily held by agents and jobbers alike. White goods have met with a fair share of attention from large jobbers and the manufacturing trade, and some very fair orders (for future delivery) were placed in this connection. Print cloths continued in fair demand, and closed steady at 3 11-16c. cash for 64x64s and 3 1/4c. bid for 56x60s. Prints were quiet in the regular way, but some large lots of "off-style" fancies were sold by means of relatively low prices.

DOMESTIC WOOLEN GOODS.—The demand for clothing woolens has not realized expectations, and yet some fair orders for spring cassimeres, suitings and worsteds were placed by the clothing trade. Satinets were for the most part quiet, and a very light business was done in Kentucky jeans and doeskins. Ladies' cloths and cloakings were in fair, though less active, demand, and a pretty good business was done in stockinettes and heavy Jersey cloths, but light-weight Jersey cloths ruled very quiet. Flannels continued to move in fair quantities, and prices remain firm, but the demand for blankets was mainly restricted to a few specialties. Dress goods were in fair request at unchanged prices, and stocks are in excellent shape as a rule. Hosiery and knit underwear were slow of sale, and the weather has not been cold enough to stimulate the demand for Cardigan jackets and fancy-knit woolens.

FOREIGN DRY GOODS.—The demand for clothing woolens has not realized expectations, and yet some fair orders for spring cassimeres, suitings and worsteds were placed by the clothing trade. Satinets were for the most part quiet, and a very light business was done in Kentucky jeans and doeskins. Ladies' cloths and cloakings were in fair, though less active, demand, and a pretty good business was done in stockinettes and heavy Jersey cloths, but light-weight Jersey cloths ruled very quiet. Flannels continued to move in fair quantities, and prices remain firm, but the demand for blankets was mainly restricted to a few specialties. Dress goods were in fair request at unchanged prices, and stocks are in excellent shape as a rule. Hosiery and knit underwear were slow of sale, and the weather has not been cold enough to stimulate the demand for Cardigan jackets and fancy-knit woolens.

IMPORTATIONS OF DRY GOODS.—The importations of dry goods at this port for the week ending Oct. 18, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.		Week Ending Oct. 18, 1882.		Week Ending Oct. 18, 1883.	
		Phys.	Value.	Phys.	Value.
Manufactures of—					
Wool.....	1,019	367,352	45,848	19,759,858	952
Cotton.....	1,065	309,739	61,637	19,976,917	1,039
Silk.....	1,019	289,131	10,099	17,584,034	484,115
Flax.....	1,472	70,099	11,749,411	1,277,039	334,473
Miscellaneous.....	4,722	70,659	7,507,042	66,943	11,189,811
Total.....	4,934	11,712,258	305,538	90,556,202	4,840,426,301
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.		WITHDRAWN FROM WAREHOUSE DURING SAME PERIOD.		WITHDRAWN FROM WAREHOUSE DURING SAME PERIOD.	
Manufactures of—					
Wool.....	411	155,904	18,693	7,468,051	361
Cotton.....	160	17,766	3,138,323	145,571	15,108
Silk.....	20	7,910	1,500	15,755	3,950,573
Flax.....	816	10,091	3,000	1,713,085	2,501,312
Miscellaneous.....	386	55,768	17,777	4,029,831	15,102
Total on market.....	7,818	2,238,551	446,100	111,605,087	7,888,145,715
ENTERED FOR WAREHOUSE DURING SAME PERIOD.		ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.		ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.	
Manufactures of—					
Wool.....	411	155,904	18,693	7,468,051	361
Cotton.....	160	17,766	3,138,323	145,571	15,108
Silk.....	20	7,910	1,500	15,755	3,950,573
Flax.....	816	10,091	3,000	1,713,085	2,501,312
Miscellaneous.....	386	55,768	17,777	4,029,831	15,102
Total at the port.....	6,910	2,222,220	440,795	112,303,144	5,971,183,647

* Included in the foregoing totals are the reports from Milwaukee, New Haven, Portland and Falmouth, Richmond, Willmette and Yorktown, the details for September, 1883, being as follows:

Barley.....	New Haven.....	Portland, etc.	Richmond.....	Willmette.....	Yorktown.....		
Barrels.....	1,265	4,300	1,265	1,265	1,265		
Indian corn.....	22,561	12,000	1,265	1,265	1,265		
Indian corn meal—	Barrels	1,225	1,225	1,225	1,225		
Value	4,300	4,300	4,300	4,300	4,300		
Oats—	Barrels	1,265	1,265	1,265	1,265		
Value	4,300	4,300	4,300	4,300	4,300		
Rye—	Barrels	38,500	38,500	38,500	38,500		
Value	43,475	43,475	43,475	43,475	43,475		
Wheat—	Barrels	425	2,500	16,897	3,172	9,650	
Value	2,500	2,500	102,809	14,270	61,749		
Total values—	Sept., '83.....	55,475	6,360	102,809	258,703	61,749	
Sept., '82	55,475	6,360	114,165	319,718	135,541		
9 months—	1883.....	633,585	42,999	172,476	917,880	1,604,110	627,415
1882.....	210,516	51,278	153,364	720,187	3,569,289	404,659	

THE DRY GOODS TRADE.

FRIDAY, P. M., Oct. 19, 1883.

There has been during the past week a continuation of the quiet tone lately noticed in the dry goods trade, business having been conspicuously light with manufacturers' agents and import-